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The China Mail.

ESTABLISHED 1848

April 30, 1920, Temperature 71.

Rainfall 0.00 inch.

Humidity 95.

April 30, 1921, Temperature 54.

No. 17,938.

五拜禮

號十三月四年十二百九千一英

HONGKONG, FRIDAY, APRIL 30, 1920.

日二十月三申庚次歲年九國民華中

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TO-DAY'S CABLES.

(Reuter's Service to the China Mail)

DOLLAR MUST DROP.

CHEAPER SILVER LIKELY TO BE
CHEAPER.

LONDON, April 28.

The exceptional fall in the price of silver, by 43 ounce cash, is due to the cessation of the demand from the India bazaar and to China becoming a seller. Lower prices are regarded as probable in view of the practical cessation of the demand for silver for European coinage, owing to the reduction of the silver contents of token coinage in several countries and the increased use of paper money, also in view of the stimulation of the output owing to recent high prices, and the market abundance of melted coin from the continent.

A GERMAN TRICK.

BERLIN, April 28.

The entente control commission discovered at Stettin, 286 guns and sixteen barges fully laden with infantry and artillery ammunition. On the entente's demand the barges were seized by the police. The *Freihet* reports that the affair was discussed at a meeting of the cabinet whereat General Seeckt declared that the secret transport of the guns which were destined for Koenigsberg was undertaken with the full knowledge and approval of the ministry of defence. The *Freihet* points out that the peace treaty allows Germany only 288 guns. It adds that the incident is bound to cause the deepest distrust on the part of the Entente.

PRINCE STRIKES A STRIKE.

ROTORUA, N.Z., April 28.

Communication throughout the entire north island of New Zealand is suspended by a railway strike. The Prince of Wales probably returns to Auckland to resume his journey to Wellington by sea. The strike has been long in preparation and was in nowise directed at the Prince. Offers of motorcars are pouring in from people determined and eagerly anticipating that his tour shall not be hampered. A few local trains are beginning to resume running with volunteer engine crews.

The strikers' union offered to carry the whole royal party back to Auckland. Three hundred bluejackets are returning, but the royal party will remain here pending negotiations between the Government and strikers, as the Prince is anxious to carry out his original programme. The weather has been tempestuous but is improving, and reducing the risk of an epidemic among the assemblage of Maoris and others marooned at Rotorua. The celebrations are on an unprecedented scale, and are never likely to be equalled again owing to the gradual dying out of the traditions of Maori ceremonies.

TETRATHEMA AT EVENS.

LONDON, April 28.

The place betting on the Two Thousand Guineas was: evens Tetratema, the others proportionate.

IRISH REBELLION.

LONDON, April 28.

Several hundred men participated in the capture of the police barracks at Ballinacorney, county Limerick. The attackers, turned out the occupants of the surrounding houses and poured in rifle fire and bombs therefrom. The garrison of six defended the place until the building was saturated with petrol and set afire. Then they surrendered. Two of the police were wounded.

BORROWING PETER TO PAY PAUL.

LONDON, April 28.

In the House of Commons, Mr. Chamberlain announced that in order further to provide for reduction of the floating debt a new issue of government five to fifteen year five per cent. bonds will be issued at par from May 3. Additional interest up to two per cent. might be payable during the five year period according to the discount rate on treasury bills. This was intended to protect bondholders against capital depreciation when rates for short money are high, and to safeguard the taxpayer from the payment of high interest over a long period and prevent further capital depreciation of government securities.

CHURCHILL OFFERS WRITTEN ANSWERS.

LONDON, April 28.

In the House of Commons Mr. Churchill returned written replies to questions. In one he stated that at present there are 34,362 effective troops in Ireland, besides forty tanks.

The British military mission at Berlin had reported that there were only 222 prisoners in Germany still unaccounted for at the time the mission's enquiry closed. There was no similar body searching for records of the death of British prisoners in Turkey. The list of prisoners unaccounted for had been presented to the Turkish government. Statements referring to a few men had been received. These were of small value and it was feared that the Turkish records were so imperfect that there would be practically no chance of obtaining further information.

A GOLFING PROBLEM.

A golfing problem of extreme interest has just presented itself to local golfers. A few days ago while playing the 10th hole at Hungjiao, a gentleman approached with a great, high shot, which descending almost vertically seemed to have landed dead close to the pin. Reaching the green he proceeded to search for his ball, and not finding it lying open, went so far as to see whether he had not actually holed out. But no. Then, and only then, was the missing ball found. In place of a flag to mark the holes, the Hungjiao course uses a fair-sized wicker-work affair like a basket, at the top of the pin, and it was found that the ball in descending had struck this and forced its way inside. Pro-

blem—what course should the player adopt? He might, for instance, have tried to play the ball from where it lay, in other words hack it out of its prison, counting a stroke for each blow with the club, and probably piling up a useful total as well as breaking a few of his sticks. He might have done many other equally exciting things, but in the long run he and his partner agreed to have the ball dropped without penalty. The player is perfectly honest about his intentions in coming to this agreement; he tried to drop it into the hole, but missed. On the conclusion of the round reference was made to the rules of golf, but so far nothing which will quite cover the case has been found. There the matter stands, but the players hope to hear the correct solution some day. C. D. N.

EARLIER TELEGRAMS.

(Reuter's Service to the China Mail.)

FIGHTING TRUSTS IN UNITED STATES.

WASHINGTON, April 27th.
The Government has won the suit, under the Anti-Trust Law, against the Reading Railroad Company, which was shown to be connected with a number of coal companies. The Court ordered the dissolution of the company.

HAVAS REVIEW.

PARIS, April 27th.

A Havas message says:—
Interviewed by French newspaper correspondents at San Remo, Mr. Lloyd George said that the San Remo was the most successful conference they had. He hoped in future, instead of being at each other at long range over difficulties, the French and the British might meet to discuss in friendly spirit. He denied that he ever discouraged military coercion to enforce the Treaty. This is the beginning of a continuation of good relations between France and Great Britain.
According to the *Daily Mail*, the German Council has decided that the French troops shall continue to occupy Frankfurt, not only until the German State Militia troops have evacuated the Ruhr neutral zone, but until Germany has completed the disarmament clauses of the Treaty and handed over the 15,000 guns which she now holds in excess of the peace terms.

BRITISH LIGHT-CRUISER FOR CHINA.

LONDON, April 27th.

The light-cruiser *Curlew* was commissioned at Rosyth this morning by Captain W. M. James for service on the China Station.

OPEN DOOR IN KOREA.

LONDON, April 27th.

In the House of Commons, replying to Mr. Hirst, Mr. Harmsworth stated that the Government did not propose to take any steps to maintain the continuance of the policy of the open door in Korea after August when the freedom of British subjects to trade through certain open ports at Korea at a fixed tariff would expire, owing to the Japanese Government's action in 1910 abrogating all the Korean foreign treaties. He pointed out that the British Government, at the time of the annexation of Korea, accepted the right of Japan to adjust the customs tariff in Korea after ten years from August 25th, 1910.

DR. NANSSEN COMING TO SIBERIA.

CHRISTIANIA, April 27th.

Dr. Nanssen has decided to undertake the direction of the repatriation of prisoners in Siberia in accordance with the request of the Council of the League of Nations.

FAR EASTERN CABLE NEWS.

[BY COURTESY "HONGKONG DAILY PRESS"]

ADMIRAL DUFF IN AUDIENCE.

PEKING, April 28.

Admiral Duff was granted an audience of the President this afternoon.

EXPOSITION AT PEKING.

Hsu Shih-chang will be honorary Director-General of the Exposition which it is proposed to hold in March, 1922, in the Temple of Heaven enclosure, and Tuan Chi-jui, honorary Deputy Director-General. Invitations to participate are being issued to all Governments. Three million dollars will be appropriated for the Exposition.

PEACE PROSPECTS BRIGHTER.

Internal peace prospects are considered brighter by reason of three factors. Firstly, the dissension amongst the members of the new Parliament, the Kansu and Chihli members opposing the Anfu Club; secondly, the willingness of Admiral Lin Pao-yi to return to the allegiance of the Peking Government; and, thirdly, Luk-Wing-ting and Tang Chi-yao are making overtures to the Government for the resumption of the Peace Conference at Shanghai.

THE SINO-JAPANESE MILITARY PACT.

The Chinese troops withdrawn from Siberia are being concentrated at Suicheng, at the eastern extremity of the Chinese Eastern Railway, which is tantamount to an abrogation of the Sino-Japanese Military Pact.

The Chinese stated that they have no intention of formally denouncing the pact, but point out that its spirit no longer exists.

TO COUNTERACT BOLSHEVISM.

The Government plans the formation of a commission, of which Mr. Liang Shih-yi may be the Chairman, for the purpose of considering the betterment of the condition of the common people with a view to offset Bolshevism.

BUSINESS NOTICES

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NOTICES.

LAMMERT BROS.

AUCTIONEERS, APPRAISERS
AND SURVEYORS.
Public Auctions—

THE Undersigned have received instructions to sell by Public Auction, on:

SATURDAY, May 1, 1920,
commencing at 11 a.m.
at their Sales Rooms, 6 Duddell Street
22 pieces Sandal Wood.
1 case Asparagus.
2 cases Sugar Corn.
1 case Stringless Beans.
5 cases Raisins.
1 crate Tree.
3 cases Electric Goods.
1 case Transom Laths.
Terms:—Cash on delivery.
LAMMERT BROS.,
Auctioneers.

THE Undersigned have received instructions from Messrs. THOMSEN & Co., to sell by Public Auction on:

TUESDAY, the 18th May, 1920,
at 3 p.m.
at his Sales Rooms, Duddell Street,
The Steamer "DAGMAR"
as she now lies in the Menam River,
Bangkok, with all her machinery, gear
and appurtenances, etc.
1457 tons gross Reg.
921 tons net Reg.
1800 tons deadweight capacity on
17 feet mean draft. Speed 10 knots.
This Steamer went ashore in the
Gulf of Siam, was salvaged, and towed to
Bangkok, where she was dry-docked
and patched up.
Inspection orders on application to
the East Asiatic Co., Ltd., Bangkok.
The Steamer to be at purchaser's risk
after fall of hammer, when purchase
money is paid.
Full particulars apply to
LAMMERT BROS.,
Auctioneers,
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Messrs. THOMSEN & Co.,
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INTIMATIONS

HOW TO AVOID INFANTILE
AILMENTS.

When there are diseases prevalent in the season, it is most dangerous to infants and so Great Care must be taken in feeding them with proper food otherwise they would give their Mother a lot of trouble. To avoid the trouble is to feed them with LACTOGEN which resembles human milk. It is easily digested and promotes healthy appetite. It keeps the infants thriving and free from all infantile ailments.



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Every kind of Footwear
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Hongkong, March 30, 1914.

THE NEW FRENCH REMEDY.
THERAPION NO. 1
THERAPION NO. 2
THERAPION NO. 3

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The "Three Castles" Virginia Cigarettes



It's the same sweet
"Three Castles"
Virginia Cigarette you
have always smoked,
made in a larger size.
Ask for the
Magnum size

"The larger
Cigarette with
a Pedigree"

WILL SCOTLAND GO DRY?

[Frank Dilnot in "People's Journal"]
There is to be a determined effort and the expenditure of much money to secure compulsory teetotalism for Britain. The effort is being made largely by Americans, exultant, no doubt, by their success in the United States which is now absolutely "dry." There is steady confidence on the part of the apostles of Prohibition, American and British, that they will succeed in their purpose, and that by 1925 at the latest this country, like America, will have made a criminal offence even to carry a small flask of brandy in one's pocket for medicinal purposes.

Many scoff at the possibility of such a thing coming to pass in Britain, but it is as well to remember that there was almost equal incredulity in America five years ago. It is as well to bear in mind also that many temperance measures brought in to effect during the war in Britain proved beneficial, helped out effectiveness in war by increasing production, and left a lesson for our strenuous period of reconstruction. I take all these things into account, and bring to bear the memories of the two and a half years I spent in America up to last summer and form the conclusion that this country will at any rate for a generation—and I think, for a longer period—refuse to tolerate the restriction America has imposed on its citizens. People talk as if the two countries are very much the same in all manner of ways. As a matter of fact, there are fundamental differences which affect nearly all the day-by-day habits of the people, eating, drinking, clothing, and housing.

DEMANDS OF CLIMATE.
The first and most important difference—it may seem small to those who have not experienced it—is that of climate. The climate of America, speaking generally, is exceedingly dry and invigorating, with extremes of heat and cold which are not nearly so much felt as temperance of the same kind would be in these islands. The extraordinary atmosphere has a marked effect on any new arrival from Europe. It gives the face a curious feeling of dryness for a week or two after landing. It makes less sleep necessary. It induces a lightness of spirits, somewhat similar to that experienced on a holiday among the Swiss mountains. One is induced to work at high pressure and to enjoy the work, and it is only after a period that one finds that the climate, like champagne, while it gives power for intensive effort for a time does not encourage endurance.

It is comparatively easy to overwork oneself in America (perhaps that is the reason the time in business offices is an hour less per day than it is in Britain). After a month's strenuous labour which would have no serious effect on

this side of the Atlantic, a European unused to the conditions finds that he has outlasted the constable, that his power is gone, that he must have complete rest for a day or two, or else break down. All this is climate.

There is another effect. Alcohol is not so pleasant as it is in Europe. A moderate drinker does not look forward to his glass of claret with dinner or his drop of whisky before going to bed with the same feeling of satisfaction. Of course, one accustomed to the moderate use of intoxicants misses them, but at the same time does not miss them nearly so much as he would in Europe. You can go without and not feel the sense of loss. There is not nearly so much virtue being a teetotaler in America as there is in this country.

RIGID REGULATIONS.
There is another point to be taken into consideration. America has never been anything else but a very temperate country taken on the whole. A dozen years ago when I was in the United States I remember nothing how at private dinners and semi-public dinners, and even at formal gatherings it was more likely than not there would be no intoxicants on the table. Especially was this the case in the countryside and in the country towns, and, be it remembered the rural committee make up fifty per cent of the American population. So that the step of total Prohibition was not nearly so great as it might seem to those who have never been across the Atlantic.

On top of these considerations there is the fact that the American people are, strange as it may seem to say so, much more docile than the British in respect to encroachments by law on their personal habits, on their daily independence. There is a vast German-descended population in the United States, and many of the German ideas of public discipline have crept into the routine of life. In all the underground and overhead electric railways in New York, in the stations as well as in the trains themselves, no one is allowed to smoke. There is no more danger of fire than there is in our underground. It is just one of those peremptory orders, of which there are many examples. If you go into many of the big hotels for tea, you will find that in some rooms unless you are not allowed to take a seat unless you are accompanied by a lady, and in other rooms you are not allowed to take a seat if you are accompanied by a lady. One is continually knocking up against regulations rigidly conserved in the midst of a positive licentiousness with regard to more serious laws. Disregard for personal liberty goes hand in hand with the widest ideas of political freedom.

A DIFFERENT FIELD.
All this means that America is a very different field for prohibition than what Britain would be. And in considering the probability of

State action in this country, one has to take into account facts, pleasant and unpleasant, without regard to what might be considered a right or wrong course of action on the part of Parliament. An enormous amount of misery is due to intemperance. I believe the very large majority of the people of this country, however, would say that the restrained use of alcohol gives an amelioration to life not to be found by other means. Beer through many long centuries has been a staple drink in the countryside. Will the agricultural population consent to substitute teetotal beverages for it at mowing time or in the harvest field? Will they consent to vote for the extinction of the pint of beer in the village public-house when the day's work is done? I cannot believe it. I leave out of account the great cities, which it may be taken for granted will be against prohibition.

"Drink in this country, with all its attendant evils, has something to be said for it. The want of it in the human system is much more pronounced than it is in America. The effect on the human system is not so great. There will, moreover, undoubtedly be restrictions in the sale of liquor as compared with pre-war times, and those restrictions will have a good deal of effect on temperance. There is a growing movement also to remodel the public-house, a movement which has gathered impetus during the war, and sooner or later it must result in action. The limitation of hours during which drink can be obtained, the prevention of the sale of bottles of spirits during week-end, these and kindred measures, the outcome of war-time experience, would undoubtedly have a good effect.

THE DEATH SENTENCE.
Quite apart from other aspects in the matter, the British people are entirely unlike the Americans in their attitude towards Parliamentary action affecting their personal habits. To interfere in a wholesale way with customs, whether injurious or not, which have been ingrained in the British people for centuries would spell an immediate death sentence for any Government. One thing which would check the flowing tide of Labour victories would be the endorsement by the Labour movement of a Prohibition policy. I do not believe that in our time the British people will stand anything of the kind.

I regard Scotland as the most virtuous part of the British Isles, and Scotch whisky is not yet an unknown commodity. During my stay in America I met many moderate but non-teetotal Scotsmen, and most, if not all, were eminent in their activities. If I were a betting man, I would back each and any one of them against any teetotal American you can put against him. All the argument is not on the side of the Prohibitionist.

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High Class English Jewellery.

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Mrs. F. H. CARMON.

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California Raisins—
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Baby's natural food is mother's milk; if he cannot get this you must give him food which is practically identical with mother's milk. "Only so can you keep Baby well and happy."
The "Allenburys" Foods provide exactly what Baby needs to make him strong and healthy during the first critical months.

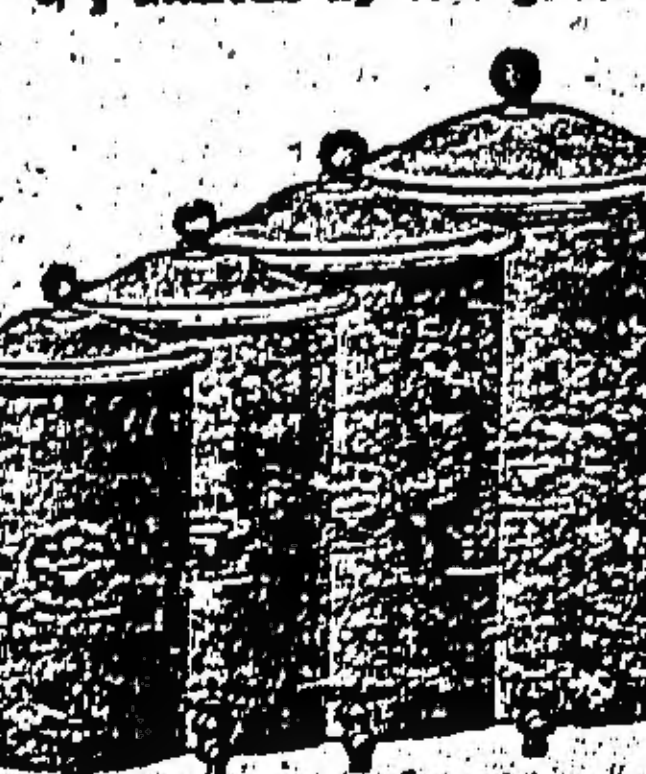
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PUBLIC AUCTIONS

THE Underigned have received instructions to sell by Public Auction, (FOR ACCOUNT OF THE CONCERNED),

SATURDAY,
May 1, 1920, at 11 o'clock.
at their Sales Rooms, No. 8, Des Vaux Road, Corner of Ice House Street.

One 5-6 H.P. Twin-cylinder INDIAN Motor-cycle and Sidecar, in running order, complete with Lamp, Tools, Sidecar Apron, Pillbox Cushion, Pump, Spare Plugs, etc.

Very smart outfit.

Terms:—Cash.
HUGHES & HOUGH,
Auctioneers.
Hongkong, April 28, 1920.

(FOR ACCOUNT OF THE CONCERNED),
ON
TUESDAY,
May 4, 1920, commencing at 2.30 p.m., at their Sales Rooms, No. 8, Des Vaux Road, Corner of Ice House Street.

A Small Consignment of
WHITE GOODS, &c., &c.,
Comprising:—

Pillow Cases, White Satin Quilts, Turkish Towels, Bath Towels, Bath Sheets, Double Bed Sheets, Battenberg and Drawnwork Bedspreads, Table Covers, Crochet and Drawwork Dollies, Table Cloths, Linen Damask Serviettes.

Also
A few lots of Bellow Valises, Kit Bags, Suit Cases, and Attache Cases, and
Two Pairs Prismatic Binoculars. (All new goods and in small lots.)

Terms:—Cash.
HUGHES & HOUGH,
Auctioneers.
Hongkong, April 28, 1920.

(FOR ACCOUNT OF THE CONCERNED),
ON
TUESDAY,
May 4, 1920, commencing at 2.30 p.m., at their Sales Rooms, No. 8, Des Vaux Road, Corner of Ice House Street.

TEAKWOOD AND BLACKWOOD FURNITURE, BRASS AND BRASS-MOUNTED BEDSTEADS, TEAKWOOD TWIN BEDSTEADS, CARPETS, &c., &c., comprising:—

Chestfield Sofa, Arm-chairs (new), Folding Card and Occasional Tables, One Upholstered Suite, Bedroom Furniture, comprising Teakwood Twin Bedsteads, large and small Wardrobes, Dressing Tables, and Chairs, Washstands, &c., (fumed Teakwood), Sideboards, Dinner Wagon, Extension Dining Tables and Chairs, &c., Dinner Services, Crockery, and Glass Ware, Cooking Stoves, Cutlery, &c., Bath Room Utensils, Electro-Plated Ware, Electric Reading Lamps, Blackwood and Teakwood Screens, a quantity of Blackwood Furniture, Blackwood Fire Screens, Side Tables, Chairs, Cabinets, Pictures, Carpets new and second-hand.

Also
Four Pianos, One Enamelled Bath, Camera, &c., &c.,
(Full Particulars from Catalogue).

Terms:—Cash.
HUGHES & HOUGH,
Auctioneers.
Hongkong, April 28, 1920.

STEAM LAUNCH FOR SALE.
OUTLINE SPECIFICATION.

Length over all 55 feet
Breadth extreme 11' 1 inch
Depth of Hold 5' 6"
Gross Tonnage 23.01
Net Tonnage 10.27
Cylinders 2 " & 13"
Stroke 9"
Boiler of Steel Round Horizontal Multitubular
Diameter of Boiler 4' 6"
Length of Boiler 5' 2"
Working Pressure 125 lbs.

For further Particulars Apply—
GORDON & COY.,
St. George's Buildings.

WANT ADVERTISEMENTS

25 WORDS & INSERTIONS, \$1. PREPAID.
Each additional word & Cents for 5 insertions.

WANTED.

WANTED.—A stenographer typist for engineering firm. Good prospects. State previous experience and salary required.—Box 1190, c/o "China Mail."

WANTED.—To Purchase a setter or Pointer PUP (dog) apply 1183 c/o "China Mail."

WANTED.—First Class European Stenographer and Typist. Knowledge of Insurance work an advantage. State salary required.—Apply to Box 1189, c/o "China Mail."

TO LET.

TO LET.—A SHOP in Nathan Road, Kowloon.
Apply to—Humphreys, Kelato & Finance Co., Ltd., Alexandra Buildings.

WANTED.

WANTED FOR CANTON.—An Experienced Chinese Office Clerk with knowledge of general office work. Must have thorough knowledge of English, and must be typist, stenographer, preferred. Excellent salary. Apply P.O. Box 93, Hongkong.
An experienced Chinese office clerk familiar with statistical work. Must be able to take care of English correspondence and must be typist. Excellent salary. Apply P.O. Box 93, Hongkong.
An experienced Chinese office clerk with a thorough knowledge of shipping, to act as first shipping clerk. Suitable salary. Apply P.O. Box 93, Hongkong.

HORLICK'S MALTED MILK

A Great Factor in Food Economy.



Pure, full-cream milk enriched with all the nutritive extracts of selected malted barley and wheat in powder form. Every particle is wholesome, nourishing, it keeps indefinitely, and there is absolutely no waste. The addition of hot or cold water instantly forms a delicious food beverage is highly nutritious and so easily digested that it advantageously replaces heavier forms of diet which require more digestive effort, yet at the same time it supplies fuller nutritive value. It is therefore recommended to all infants and invalids of all ages.

READY IN A MOMENT BY STIRRING BRISKLY IN HOT OR COLD WATER ONLY. NO COOKING REQUIRED.

Accept no substitute. There is nothing "just as good."

OF ALL CHEMISTS AND STORES.

HORLICK'S MALTED MILK CO., SLOUGH, ENGLAND.



Your Car Is Judged by Its Finish

If the finish is kept in good condition your friends think you have a dandy car—but if it is allowed to get dull and grimy—it gives a poor impression—no matter how good the car may be mechanically.

JOHNSON'S LIQUID PREPARED WAX

Johnson's Prepared Wax is now being made in Liquid Form—it polishes instantly with but very little rubbing. You can go over a good sized car in half-an-hour. If the finish is stained, greasy or grimy, clean it first with Johnson's Cleaner—then polish with Johnson's Prepared Wax Liquid.

A Dust-Proof Auto Polish

Johnson's Liquid Prepared Wax imparts a hard, dry, glasslike polish which does not collect or hold the dust. It preserves the varnish and protects it from the weather, adding years to its life and beauty. It covers up marks and scratches—prevents checking and cracking—sheds water—and prolongs the life of a "wash".

Splendid for Furniture

Johnson's Liquid Prepared Wax cleans, and polishes with one operation. It will quickly and permanently remove the bluish, cloudy appearance from your Piano, Victrola, and Mahogany Furniture. Just the polish and protection you need for your floors and linoleum.

THE UNITED ASBESTOS
ORIENTAL AGENCY Ltd.
Sole Agents,
2 QUEEN'S BUILDINGS



TAIYO & CO.
JAPANESE
BOOTS AND SHOES
MADE TO ORDER.
No. 10, Wyndham St.

MUMEYA

Japanese Photographers.
All kinds of Photographic Work done in latest styles also Photo Portraits.

Developing and Printing for Amateurs a Speciality.
No. 11, Queen's Road Central.
Tel. 254.

INTIMATIONS.

HONGKONG DOG, CAT, POULTRY & PIGEON SHOW, 1920.

A SHOW in connection with the above will be held for kind permission of the Stewards, Hongkong Jockey Club) within their enclosure.

HAPPY VALLEY
on MAY 1st.

No Bird or Dog will be allowed to be brought in or taken away without reference to the Special Stewards.

B. L. FROST,
Hon. Secretary & Treasurer.
Eastern Extension Tel. Co.

THE ROYAL HONGKONG YACHT CLUB
NOTICE

BATHING SEASON.

THE GENERAL COMMITTEE has decided to again throw the Club House open from 1st May, to certain approved persons who are not Members of the Club.

Applications for Bathing Membership should be sent to either of the undersigned.

By Order,
E. W. CARPENTER, P.W.D.

D. K. BLAIR,
Lowe, Bingham & Matthews.
Hongkong, April 15, 1920.

IN THE SUPREME COURT OF HONGKONG.

In the matter of the Estate of John Howell May late of Victoria Hongkong Gentleman, deceased.

NOTICE IS HEREBY GIVEN that the Court has, by virtue of Section 58 of The Probates Ordinance 1897 (No. 2 of 1897), made an order limiting the time for sending in claims to or against the above estate to the 31st day of May, 1920.

Creditors and claimants are hereby required to send their claims to the undersigned by the above date.

Dated this 28th day of April, 1920.
D'ALMEIDA & MASON,
Solicitors for the Executors.

A COMPLETE AERATED-WATER PLANT FOR SALE

The Machines are made by Messrs. Bratby & Hinchcliffe, Ltd., Manchester, and guaranteed in perfect working order. This complete plant will turn out 2,400 dozen Aerated water per day.
KWONG SANG HONG LTD.,
P. O. Box 370, Hongkong.

NOTICES TO CONSIGNEES

PACIFIC MAIL S.S. COMPANY.
NOTICE TO CONSIGNEES.

S.S. "WEST INSKIP"

From SAN FRANCISCO via JAPAN PORTS, SHANGHAI and MANILA.

The above mentioned vessel having arrived from the above mentioned Ports, with cargo ex S.S. "COLOMBIA" Voyage 14-04, Consignees of cargo are hereby informed that their cargo will be landed at their risk and expense into the Pacific Mail Steamship Company's godowns at West Point, and stored at Consignees' risk and expense.

Consignees are hereby notified that cargo transferred from the S.S. "COLOMBIA" to the S.S. "WEST INSKIP" at Yokohama will be subject to General Average and before delivery of such cargo can be given they must sign General Average Bond, furnish completed valuation statement and pay a General Average contribution of 1 1/2% of the invoiced value of the goods.

Consignees of cargo are hereby notified that they must produce an Import Permit signed by the Superintendent of the Imports and Exports, Hongkong, before Bills of Lading can be countersigned.

All broken, chafed and damaged goods are to be left in the godowns, where cargo ex S.S. "COLOMBIA" will be examined by Messrs. Goddard and Douglas on April 29th at 10 a.m., and cargo ex S.S. "WEST INSKIP" will be examined by the Company's representative on April 30th at 10 a.m. All claims must be presented within a week of the steamer's arrival here, after which they cannot be recognized. No claim will be admitted after the goods have left the godowns, and all goods remaining undelivered after MAY 3rd will be subject to rent.

No Fire Insurance whatever will be effected.
Consignees are requested to send in their Bills of Lading for countersignature immediately.

PACIFIC MAIL STEAMSHIP CO.
Hotel Mansions,
J. ORAM SHEPPARD,
Acting Agent.

Hongkong, April 25, 1920.

INTIMATIONS.

THE HONGKONG ELECTRIC COMPANY, LTD.

REDUCTION IN PRICE.

From May 1, 1920, the Price of Current for Lighting and Fans will be REDUCED to 18 cents per Unit. Discounts will remain as before.

GIBB, LIVINGSTON & CO.,
Agents.
Hongkong, April 26, 1920.

REPULSE BAY HOTEL.

TO-MORROW

SATURDAY, May 1st.
TEA DANCING from 4 to 7 P.M.
DINNER DANCE from 8 P.M.

SUNDAY, May 2nd.
ORCHESTRAL CONCERTS during Tea and Afternoon.

NOTICES TO CONSIGNEES

AMERICAN AND MANCHURIAN LINE.
NOTICE TO CONSIGNEES.

From NEW YORK.

THE Steamship
"KAZEMBE,"

having arrived. Consignees of Cargo are informed that all Goods are being landed at their risk into the Hazardous and/or extra-hazardous Godowns of Holt's Wharf, Kowloon, whence delivery may be obtained.

No claims will be admitted after the goods have left the Godown, and all goods remaining undelivered after 5th May, will be subject to rent.

All claims against the Steamer must be presented to the Undersigned on or before May 12, 1920, or they will not be recognized.

All broken, chafed and damaged Goods are to be left in the Godowns where they will be examined on any Tuesday or Friday between the hours of 10.45 a.m. and noon, within the free storage period.

No Fire Insurance will be effected.
THE BANK LINE, LIMITED.
General Agents.
Hongkong, April 29, 1920.

THE EAST ASIATIC CO., LTD.

NOTICE TO CONSIGNEES.

From SCANDINAVIA.

THE Motorship
"ASIA,"

having arrived from the above ports on the 29th April, 1920. Consignees of Cargo by her are hereby informed that all Goods are being landed at their risk into the Hazardous and/or extra-hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence, and/or from the Wharves delivery may be obtained.

Goods not cleared by the 6th May, 1920, will be subject to rent.

All broken, chafed and damaged packages are to be left in the Godowns where they will be examined on the 6th May, 1920, at 10 a.m.

Claims against the steamer must be presented within 10 days of arrival, otherwise they will not be recognized.

No Fire Insurance will be effected by us in any case whatever.

Bills of Lading will be countersigned by
MESSRS. THORESEN & CO.,
Agents.
Hongkong, April 29, 1920.

NOTICE TO CONSIGNEES.

THE Steamship
"AFRICA,"

FROM TRIESTE, COLOMBO, PENANG and SINGAPORE.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., at Kowloon, whence and/or from the Wharves delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 4th prox. will be subject to rent.

All claims against the steamer must be presented to the Undersigned on or before the 16th prox. or they will not be recognized.

All broken, chafed and damaged Goods are to be left in the Godowns where they will be examined on the 3rd prox. at 10 a.m. by Goddard and Douglas.

No Fire Insurance has been effected. Bills of Lading will be countersigned by
DODWELL & Co. Ltd.
Agents.
Hongkong, April 28, 1920.

NOTICES.

THE MOTOR UNION INSURANCE COMPANY, LIMITED,
AND
THE UNITED BRITISH INSURANCE COMPANY, LIMITED.
FIRE, MARINE, LIFE and MOTOR ACCIDENT.
For Rates and Particulars apply to the General Agents
UNION TRADING CO., Prince's Building.

THE HOTEL ASIA

WEST BUND, CANTON.

The highest building in Canton affording a panoramic bird's eye view of the whole city and suburbs.

Large and airy rooms, Elevators, Electric Lights and Fans installed. Hot and cold water service fitted, Excellent Cuisine, Bar and Billiard room, Roof Garden, Cinematograph Theatre and every modern convenience provided.

Special monthly and family rates can be arranged on application to

THE SUN CO., LTD.,
Proprietors.

LONG HING & CO., PHOTO SUPPLIES,
Kodak and Kodak Films, &c., &c.
DEVELOPING & PRINTING A SPECIALITY.
No. 17A, QUEEN'S ROAD CENTRAL, HONGKONG.

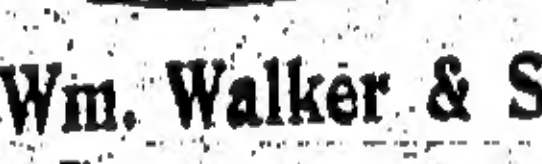


Meers,
Wm. Walker & Sons
of Bolton

intend to use
this space from
time to time
for hints on

**Power
Transmission
by
Leather
Belting**

If you are interested ask for
our Booklet which gives a
description of the manufacture
of Leather Belting
together with Hints, Tables,
Formulas, &c.



Wm. Walker & Sons, Ltd., Bolton, England.

THE HONGKONG ROPE MANUFACTURING Co., Ltd.

Established 1883

MANUFACTURERS OF

PURE Manila ROPE

STRAND 1" to 15" CABLE Laid 5" to 15" 4-STRAND 3" to 10"

Oil Drilling Cables of any size up to 3,000 feet in length

Prices, samples and full particulars will be forwarded on application to
Shewan, Tomes & Co., General Managers

These Cigarettes are made of selected Mild leaf tobacco and quite harmless to those who are accustomed to inhale.

NANYANG BROTHERS TOBACCO CO.

165, Des Voeux Road, Hongkong



大 廣 告 烟 草 公 司 凡 天 華 烟 草
中 華 烟 草 公 司 凡 天 華 烟 草
五 洲 烟 草 公 司 凡 天 華 烟 草
中 華 烟 草 公 司 凡 天 華 烟 草

ROBERT PORTER & CO'S BULL DOG BRAND GUINNESS' STOUT

PINTS per case of 8 dozen \$26.50
per dozen \$3.35
SPLITS per case of 12 dozen \$28.00
per dozen \$2.35

SOLE AGENTS:—
A. S. WATSON & CO., LTD.,
WINE AND SPIRIT MERCHANTS,
HONGKONG.
TEL. 616.

Wm. Powell Ltd

TELEPHONE 346

NOW SHOWING SUNSHADES

in the latest Colourings
Plain and with Chene Borders.

INSPECTION INVITED.

ACKNOWLEDGMENT.

J. V. dos Remedios and family gratefully acknowledge with thanks the kind expression of sympathy shown them during their recent bereavement, also for flowers.

DEATH.

CARVALHO.—At Macau, on April 25, Robert A. de Carvalho. Deeply regretted. London, Lisbon, American, and Shanghai papers please copy.

The China Mail.

"TRUTH, JUSTICE, PUBLIC SERVICE"
FONG HONG, FRIDAY, APRIL 30, 1920.

CONSTITUTIONAL REFORM.

Unusually interesting was the Reuter message telling us of Speaker Lowther's scheme for constitutional reform at Home. J. W. Lowther is one of the best type of Conservative, who was elected for the Penrith or Mid Cumberland division as a Conservative, and is the last man likely to have changed his views. As Speaker, of course, he has not been a party man, and all parliamentarians of all parties vouch for his scrupulous fairness. He is a stickler for law and order, a careful, very deliberate orator, who weighs his words, and never seems carried away by emotion. We are trying to emphasise the fact that any kind of Radicalism or Socialism or Bolshevism could not possibly be found in this typical Cumberland squire, this old-fashioned English gentleman, devoted to King and constitution, doing his duty simply, unaffectedly, efficiently, in the way opened up for him. That such a man should see the necessity for a real constitutional change at this time is a remarkably significant fact, deserving every possible emphasis, including even the epizure, because we know, and you know, that such proposals emanating otherwise would be received with violent and prejudiced repugnance. A certain sort of Conservative is so very conservative that he deems it his duty to conserve even rotting carrion. He swears at the political under-taker, and barricades himself to prevent the funeral of his unwholesome dead. The thing he dreads more than anything else in the narrow universe of his intellectual perceptions is what he always calls

adopting the spirit of the parrot's verbal distinction, evolution or revolution. It is certain to be derided by the aforesaid Tory type as "revolutionary," and ergo bad. For them, King and Constitution go together, as unalterable as the laws of the Medes and Persians, though dynasties disappear, and the constitution (which does not even exist as a concrete or discrete expressed entity) grows and evolves and changes its appearance like a plant. Like electricity, it is amorphous and yet very real and affecting. Like a lettuce, it has grown to seed, all stalk and bitterness. Were it not so, a man like the Speaker would not consent to have it touched or tampered with. Without attaining to lively hope of or real faith in any ultimately perfect system, all thinking men have at last arrived, their later steps hastened by the great war and its sequel, at the conviction that some vital change is necessary. The weaknesses of Parliamentary government and the party system have been too glaringly exhibited to be much longer tolerated. Some new type of political institution, that will possess greater power and flexibility, and harmonize more with democratic aspirations, is being groped for by the intellectuals. The Russians think they have found it in Bolshevism. The Americans think they have found it in Republicanism. The Irish (sentimental reactionaries) dream of finding it in Nationalism. The Germans (unimaginative and literally-minded cynics) were sure they had found it in Militarism. There ought to be some sort of spiritual mosquito-net to protect us from the swarms of isms that are biting so many of us, and infecting us with political malaria. The only ones who are immune are the pachydermatous grafters, the Winston Churchills and Asquiths and Isaacs and Geddeses and Lloyd Georges, who cling to the rewards of office as the Kaiser to his "property," by "divine right." The Mother of Parliaments has become the Grandmother of Talking Shops, and a vicious old hag at that, with only two teeth, "but thank God they meet." "Dearie," she mumbles, a leer in her evil old eye, gin in her breath, pilferage concealed beneath her apron, and "one leg in the grave," as the saying is. Lastly we were told, thanks to the newspaper itch for sensational features happily no longer provided by bloody war, a great deal about the human rejuvenescence that was said to come by grafting some gland or other from monkey to man. We are inclined at the moment, pending further information by Reuter, to suggest that Dr. Lowther proposes to rejuvenate the old harridan with some simian admixture. If so, what other can we say than that no man putteth a piece of new cloth into an old garment without that which is put in, to fill it up taking from the garment, and the rent, as by a Hongkong "new wine," being made of "old bottles," break and the wine runneth out and the bottles perish. When new wine is put into new bottles, both are preserved. So saith holy writ, though whether that is a trusty guide through the intricacies of twentieth century politics it is not for us to say. The glass bottle industry must have made a difference, and doubtless wine is not what it was. Beer isn't. For the matter of that, politics are not. The only immutable factor in the problem is man, who is still the rogue he was, the fool he was, the self-seeking, well-meaning, corrupt, stupid, passionate, prejudiced, and intellectually lazy animal that he used to be and perhaps ever will be. His craving for "leaders" seems to indicate that such pessimism is warranted. He often tells you, with the air of one who has deeply pondered it, and arrived by correct logical processes at an incontrovertible conclusion, that there "must be leaders." What an unconscious slur on education, on the progress of social races, that is. Will Asquith now lead Labour? Not unless Labour is more besottedly stupid than we believe it to be. Will Lloyd George lead? Not if the mob recover from its present state of shell-shock. Will Winston Churchill lead? Not until the British nation goes entirely blind and deaf and dumb and crazy. Will Bottomley? Not so long as there is an honest man left with the slightest interest in politics. We haven't given any thought to this quite incidental problem, but there seems to be prima facie ground for the suspicion that what we are at present suffering from is the epidemic of leadership, of party leaders, labour leaders, and of course, newspaper leaders. If (which heaven graciously forbids in the case of the present writer) we are to take politics seriously, we should take them like medicine in a bottle, to be well shaken before taken. For indeed it is a black and bitter draught, and the worst of it is that it is most infernally expensive, and yet never seems to do the patient any real good.

As the thunder of our eloquence dwindles through the peroration to its artistic "dying fall," we scan the faces in the audience and observe those signs of animation in one pale pink bladder of a face that portends the more or less intelligent heckler. "Yea, it is even as we thought. His fish-like mouth opens, and aghast our reverberations comes that squeak that has so often before plunged us into violent rage. He asks: "But what do you propose?" Go to blazes.

LOCAL AND GENERAL.

To-day's dollar is worth 4s. 8½d.

The Dog, Cat, Poultry and Pigeon show takes place to-morrow at Happy Valley.

Nominations for the seat on the Legislative Council during the Hon. Mr. R. E. Pollock's absence close to-morrow.

The usual tea and dinner dances are to take place at Repulse Bay Hotel to-morrow, with an orchestral concert on Sunday.

The Hongkong Electric Company is reducing the price of its current for lighting and fans to 18 cents a unit from to-morrow.

The half yearly meeting of the Hongkong Jockey Club is called for to-morrow at noon at the offices, Hongkong Club annexe.

The *China Mail* is informed by the Colonial Secretariat that the quarantine restrictions imposed against Manila have been declared withdrawn.

The Shanghai Branch of the Royal Society of St. George gave an At Home at the Astor House Hotel on St. George's Day, nearly 400 guests attending.

The engagement is announced of Miss Anne M. Ewing of the American School, Peking, to Mr. Chas. N. York, secretary of the Army Young Men's Christian Association, Tientsin, says the *N.C. Star*.

A farewell concert to the Rt. Rev. Bishop of Victoria and Mrs. Lander is being given at the Chinese Y.M.C.A. to-morrow at 2.30 p.m., by the Hongkong congregations of the Chung Wah Shing Kung Wui.

It is reported in the Peking press that Dr. Sun Yat-sen has sent his representatives to Peking again. Dr. Sun is working to bring about the downfall of Tsen Chun-huan of the South, according to the same report.

The U.S. Army transport "President Grant," which has been stopping in Kobe since April 9 was to have left Kobe for Vladivostok on April 17. From Vladivostok she will carry 5,500 Czech troops to Trieste. While in Kobe the "President Grant" took about 2,000 tons of coal and 1,100 tons of goods necessary for the repatriation of the troops.

Chan Wing, the notorious bad character who has no fewer than 21 previous convictions recorded against him, and who was last week remanded on a charge of breaking into a house in Wanchai, and biting two Chinese constables to prevent his arrest, was again before Mr. R. O. Hutchison this morning. His Worship committed the defendant to the forthcoming Criminal Sessions.

Five thousand catties of American cotton seeds were sent by the Ministry of Agriculture to the third cotton experiment station, Wuchang for distribution among Chinese farmers in Hupeh. The cotton experiment station is sending the American cotton seeds to applicants at 1-2 catties each with an accompanying pamphlet dealing with methods of planting, without charge, but insists on having reports on conditions of growth from farmers from time to time.

At the Magistracy this morning, a Chinese was charged with the embezzlement of \$1,000, the property of his employer. The defendant pleaded "not guilty," and said he was given a bundle of papers, the contents of which he did not know, by his employer, in Swatow, to deliver in Hongkong. The parcel was lost during the voyage down. He did not steal the money, Inspector Watt, prosecuting, asked for a remand in order to get witnesses down from Swatow, and Mr. N. L. Smith remanded the case until next week.

The city of Yokohama has borrowed from the central government at Tokyo the sum of ¥450,000, bearing interest at 4½ per cent. The money will be devoted to the erection of 300 houses in the municipality to relieve the present congested condition of the city. The housing problem in Yokohama has become very serious and it is practically impossible to obtain quarters in the city. When they are obtainable the prices asked are exorbitant and it is to relieve this condition that the city authorities appealed to the central government for funds with which to erect dwellings that will in a measure meet the demands of the present time. The payment of the loan will extend over a period of 15 years, from 1922 to 1937.

DR. WU AND THE MONEY.

ACTION OPENED IN HONGKONG.

Before the Acting Chief Justice, Mr. Justice Gompertz, sitting in Chambers at the Supreme Court this morning, the action was opened in which Dr. Wu Ting Fang, Minister of Finance for the Canton Military Government, applied for an order from the Court against the interim injunction granted in Hongkong last week, to prevent the removal by Dr. Wu of any moneys deposited in his name in the Hongkong Banks.

DENNISTON PLAYERS.

"FRIENDLY ENEMIES."

A war-time play, with a serious motive, a knotty problem, and intense human interest. Two German Americans. One remains pro-German, the other is a good American. Pro-German has a son born in America, who feels American, and desires to go fight for America. His father, not at all unreasonably, points out that he may be called upon to kill blood relations, and does not want him to go. War passions are illustrated. Play does not show how pro-American German-Americans were persecuted in America, on the general suspicion, but they were.

Last night's audience, a large one, was very appreciative of the good acting. It laughed heartily at the comedy; it was in sympathy with the more dramatic passages. When an audience gets in this mood it enjoys the play thoroughly and those on the stage are encouraged to do their best.

Most of the humour of the play was provided by Mr. W. D. Howard and Mr. Vaughan-Moore as Karl Pfeiffer and Henry Block respectively. Both carried off their different parts well. Miss Shirley Huxley is to be complimented on the way she handled the character of June Block and Miss Valentine Sidney deserves equal praise for her success as Marie Pfeiffer. Mr. Wm. Augustin capably filled the role of William Pfeiffer, the American born German, who takes up arms against his father's wishes and sympathies.

The production was one with which the company may well be pleased. It gives them more scope than "The Acquittal" is being presented.

THE TENNIS TOURNAMENT.

An interesting match in the H.K.C.C. tennis tournament was decided last evening, R. Townsend beating O. Rumjahn in the semi-final of the Open Championship Singles competition. It was expected that it would be a hard contest and anticipation in this respect were justified, as no less than four sets were played. The match opened in promising fashion for Townsend, who took the first four games without reply, doing well at the net, although Rumjahn occasionally passed him with good drives. The first set went to Townsend by 6-2. The initial stages of the next set brought some good play. Townsend captured the first game Rumjahn then coming along strongly and making the score 3-1 in his favour, eventually winning by 6-3. The third set was carried to 9-7 in Townsend's favour, one game only being decided after deuce had been called six times. Set four was won by the deciding factor and it was keenly contested. Townsend always keeping the upper hand. With the score standing at 5-3 Townsend lost a game when he only wanted a point to win, giving a reading of 5-4. The final game was a keen one, going to Townsend. The scores were Townsend beat Rumjahn, 6-2, 3-6, 9-7, 6-4.

ARMED ROBBERY.

A Chinese monk named Hau Wan, living in an unnumbered maishat at Kat Loong, reports that an armed robbery took place in his maishat at 11 p.m. on the 28th inst. His story was that he and a farmer were awakened by the noise of some persons breaking open the door. As they got out of bed, three men, one armed with a revolver and another with a dagger, came in. The man with the revolver ordered them not to move. The unarmed man then tied the farmer up, while the dagger carrier turned his attentions to the monk, and after scratching his hands with the dagger, he tied the monk's hands and feet and threw a jacket over his head. Throwing the monk and his companion in a corner, the robbers proceeded to ransack the maishat. They broke open a box and a basket, and stole clothing and money valued at \$102. All three men then departed. The Police are doing all they can, but no arrests have yet been made.

HOUGH OR LOWE?

BY-ELECTION FOR M.L.C.

The Hongkong Justices of the Peace, who have little to do with justice, and less with the peace, are asked to decide which of two gentlemen shall have the honour of the honourific "honourable," added to his name during the temporary absence of the Hon. Mr. Pollock.

Their choice lies between Mr. T. F. Hough and Mr. A. R. Lowe. Mr. Arthur Rylands Lowe is a Manchester man, which means to the knowing Englishman a man of brains. He has been over 20 years here. "He is a member of the Committee of the Constitutional Reform Association."

Mr. Thomas Frederick Hough—enough said. Hough is Hongkong and Hongkong is Hough, and never the twain can be parted. The issue seems plain enough and simple enough to settle itself, without calling for argument.

This is how the *China Mail* sees the position. Had the other candidate been any other man than Hough, we would have declared for Lowe. But the other candidate is Hough, and that is enough. He is a much older man than Mr. Lowe. Mr. Lowe can afford to wait another opportunity. The job is only for five months anyway, and in view of his long association with the colony, of his inevitably imminent retirement, and of the fewness of opportunities for rewarding such peculiar claims as he has to be honoured by Hongkong, we hope that Mr. Hough may be chosen.

SHIPPING STATISTICS.

The total tonnage of the Messageries Maritimes now afloat is 369,482 displacement tons, being the weights of the 40 steamers now operated by that company.

The Peninsular & Oriental Steam Navigation Co. controls 2,393,185 gross tons of shipping, including associated fleets and tonnage now being built. The P. & O. fleet is 554,013 gross tons, the British India fleet 851,414 gross tons, the New Zealand Shipping Company's fleet 127,078 gross tons, the Federal Steam Navigation Company's fleet 293,385 gross tons, and the Union S.S. Company's fleet 231,408 gross. The total number of vessels, including those in the hands of the builders, is 331.

According to last reports, the Osaka Shosen Kaisha had 128 steamers, aggregating 308,468 gross tons, afloat, and 11 steamers, aggregating 80,200 gross tons, under construction. In January of this year, the Nippon Yusen Kaisha had 96 vessels, aggregating 438,550 gross tons, in commission, with total accommodations for 2,267 first class, 1,282 second class, 443 intermediate, and 11,333 third class passengers. The Company had six vessels under construction, amounting to 46,400 gross tons, giving a grand total for the fleet of 103 vessels of total gross weight of 500,000 tons.

LAST JAIL BREAKER CAUGHT.

The last of the three jail breakers was arrested in the Colony by some Chinese detectives two days ago. This man Li Hon Sing alias Li Chung, is 25 years of age. He was serving a term of 10 years' hard labour for armed robbery. He is alleged to be the man who made the duplicate key which made possible the escape of himself and his accomplices. He is also said to be the leader of the mutiny which resulted in the deaths of Warders Speed and Harnam Singh.

This morning he was brought before Mr. N. L. Smith and formally charged. On the application of Chief Detective Inspector Morrison, who said he wanted a few days to round up the witnesses, several of whom had already gone away, his Worship remanded the case until Tuesday for hearing.

For the unlawful possession of a parcel containing 29 taels of prepared non-government opium, a Chinese who was arrested near the Wing Lok wharf yesterday, and who said the parcel was given to him by a friend to carry, he being ignorant of its contents, was this morning sentenced by Mr. Smith to a fine of \$1,000 or three months' hard labour. The drug was confiscated.

SERVES THE WHOLE FAMILY.

THE fame of Chamberlain's Cough Remedy is world wide. It is good for the deep seated cough of the adult or the group and whooping cough of the children. The same bottle serves the whole family. For sale by all Chemists and Storekeepers.

ARMENIA.

The future of Armenia is one of the most interesting problems confronting on the settlement of the near Eastern question in relation to the Turkish treaty. Far a small place Armenia attracted a lot of attention, even before the war burst on us. The massacres which have taken place time and again in that country have claimed the sympathies of practically the whole world and have paved the way for a hearty detestation of Turkish methods of government. When peace came there was a unanimous feeling that in any settlement Armenia should be freed of the Turkish yoke and should develop under the protection of one of the associated powers. It is this question of who shall hold the mandate for Armenia that has caused a hitch. Originally it was expected that the Americans would come forward and to this the Armenians were in no way opposed, but of late America has signified her unwillingness to take on this responsibility and the question is still unsettled. The difficulty seems to be that no country is prepared to take up the mandate unless the League of Nations is prepared to give financial and military support, the latter being for the expulsion of the Turks. Another matter is that of providing Armenia with an outlet for the sea. That Turkey should retain any control over Armenia is unthinkable and it is equally unlikely that without the help of some friendly power the country will be able to retrieve its lost fortunes. It is only necessary to recall the history of the Armenian atrocities to make the former proposition untenable. These date back to 1893 following on the activities of the advanced party of the Armenians who sought to produce disturbances such as those which gave birth to Bulgaria. These people were steeped in nihilistic tendencies and formed various secret societies although they found that the mass of the people was against them. A series of outbreaks, easily suppressed, followed, but in 1894 matters had so far advanced that the Sultan issued a firman calling on all loyal subjects to aid in suppressing the revolt. Regular troops were called up and a terrible massacre followed. A commission of enquiry accompanied by consular delegates of Great Britain, Russia and France was despatched to Armenia by Turkey and elicited the fact that the action of the authorities was not justified. Though Great Britain pressed for reforms, even to the extent of coercing the Sultan, the support of other powers was not forthcoming and during the negotiations a massacre took place at Trebizond in October 1895. Later in that year the Sultan accepted a scheme of reforms but never published it and up to 1896 there was a succession of massacres. In that year the revolutionists seized the Ottoman bank at Constantinople as a protest against the Christian powers, who had left the Armenians to their fate. The Government turned loose the rabble and a massacre over two days resulted, from 6,000 to 7,000 Armenians losing their lives. It is estimated that during these massacres from 25,000 to 33,000 people were killed and the destruction of property was enormous. Further massacres occurred in 1904 and 1908. That briefly is the record of Turkish government and now the question has arisen, by whom shall the Turks be replaced? The most feasible suggestion seems to be first to expel the Turks by the united action of the Allies and then it is hoped it may be possible to fix up the matter of the mandate.

EINSTEIN SHOUTED DOWN.

BERLIN STUDENTS "RAG"

German students are cultivating a spirit of independence which has manifested itself publicly in noisy demonstrations, mainly of an anti-Semitic tendency. The students of Berlin University refused to allow Professor Nicolai, author of "The Biology of War," to speak on the ground that he had betrayed the German cause, and there have been frequent scenes in theatres directed against Jewish management.

Recently, Berlin students would not allow Professor Einstein to lecture on his light theory. Their principal grievance was that Professor Einstein had permitted persons who had not matriculated to enter the auditorium, where a large number of people had assembled. As the Professor began to speak the students created such tumult that he was compelled to cease. The Rector informed Professor Einstein that they were formally in the right, and that according to regulations he could not permit lectures to be given in the University to other than matriculated students. The Professor will continue his course semi-publicly, though the students will be given preferential treatment.

According to rumours the word "Jew" was hurled contemptuously at the Professor, but the Professor himself states that he heard no anti-Semitic expressions, but believes the demonstration to have had an anti-Semitic undertone. The incident has created a very unpleasant impression.

CREW OF "KAZEMBE"
CHARGED.TRIAL BEFORE MARINE
COURT.

At the Marine Court this morning, were arraigned before the Marine Magistrate, Captain B. R. H. Taylor, R.N., nine members of the crew of the s.s. "Kazembe." Captain E. E. Egerton, Master, charged with having, on the 27th of April, while the ship was at Manila, P.I., refused to turn to when ordered to do so by the Boatwain.

The defendants were tried in joint, and included: B. Bunyan (Messman), R. Johnson (Fireman), and A. Harewood, J. Howe, A. Quinby, R. Butts, J. T. Grant, I. Mulrow and P. Moody (Sailors). The men are West Indians, but were shipped in the United States; being British subjects, however, they come under the jurisdiction of the Colony in this case.

The men claimed to have been threatened at various odd times with personal violence by the boatwain, which they reported to the Captain. The matters involved were investigated by the British Consul General in Manila, but at that time, it was evidently considered to be a matter of no moment. The refusal of the men to turn to occurred just as the ship was about to leave Manila for Hongkong. The defendants based their defence upon the facts that they considered it dangerous for them to sail under the boatwain in view of his threats, and that they did not refuse to turn to, but did "refuse to turn to under the boatwain." This fine distinction was regarded as a trivial one by the Magistrate in passing judgment. He told the accused that it was not optional with them to pick and choose who should be set in authority over them.

The Master of the ship testified that on or about the 15th of April, while the ship was at sea, the boatwain complained to him that the men wouldn't do their work. He said that he called the men aft and read to them the Shipping Act, describing the punishment for disobeying orders. The men went back to work, but the next day came to the Captain and stated they wouldn't sail under the Boatwain and intimated that he should be discharged in Manila, they claiming he had sworn at and threatened the life of one or more. The Captain pointed out the unreasonableness of their demand to the men, which would involve his company's paying the boatwain's passage back to the place of shipment, and wages, if he complied with their request, and advised them to report the matter to the British Consul upon arrival in Manila if they wished. This they did, but the Vice Consul, coming on board, after hearing all sides of the dispute decided that the matter was "too childish" a one to permit him to take action. The men were informed that they must lay any charges against the Boatwain before the Hongkong authorities upon arrival here.

In the meantime, the men gave notice to the Master of the "Kazembe" that they would not sail under the Boatwain, and in furtherance of this action, refused to turn to when ordered, on date of sailing to Hongkong, and this is the offence for which they were tried today. In their defence it may be said that the men did turn to promptly and work under the direction of the Chief Officer when so ordered to do by him. One of the men claimed, in making his statement, that the Boatwain had "threatened to throw him over the side," and another that he had heard the boatwain say that the ship would return "with one man less on board."

Chief Officer Henry E. Nancollas, testified that six (later corrected to 5) of the men refused to turn to under the Boatwain, but that all turned to and worked under him. Magistrate: "Did they absolutely refuse to turn to?"

Chief Officer: "They refused to turn to under the Boatwain. Those were their words."

The rest of the testimony of the Chief Officer was to the effect that the men went to work under his orders but persisted in demanding the elimination of the boatwain.

Boatwain Isaac Fredericks, was then called and testified that he had always been friendly with the majority of the men, and that, if any "threats" were uttered by him, it was just meant in a joking way. He stated that one of the defendants, a freeman named Johnson, was especially troublesome in going among the sailors and inciting them to disregard discipline. He said that in his opinion, the ring-leaders in all the mischief were Johnson, a freeman, and Butts and Grant, seamen, who, from the testimony given, might be said to be inclined toward Bolshevism.

A great deal of difficulty was experienced by Captain Taylor in getting the men to understand the charge laid against them, and in keeping them from asking irrelevant questions and making irrelevant statements.

After considering all the testimony, and hearing what each defendant had to say, the Magistrate pronounced judgment against all, but Messrs. Johnson and Grant. To these, in ordering their discharge from the Court, the Magistrate said: "Although I am satisfied that you were implicated in the business,

PASSENGERS FROM
AUSTRALIA.EASTERN ARRIVES FROM
ANTIPODES.

The s.s. "Eastern," of the Australian Branch of the Peninsular & Oriental ocean services in Far East, arrived from Sydney, via ports, on the 29th instant, with the following first class passengers on board:

For Hongkong:—Mrs. P. Christmus, the Misses G. and L. Barclay, Mrs. G. H. Evans, Mr. J. S. Croft, Mr. F. S. Dean, Mr. R. S. Boyd, and Mr. M. E. F. Airey.

For Moji:—Mr. and Mrs. E. P. H. Hill.

For Kobe:—Mr. Tarrant, Mr. G. H. Fuller, Miss M. Chancey, Miss R. Wilcox, Mr. and Mrs. Clark, Mr. and Mrs. Smith and son, and Mr. R. B. Kelley.

For Shanghai:—Mr. and Mrs. Stone.

For Yokohama:—Mr. and Mrs. Pickering, Mr. and Mrs. Kingston, Messrs. R. L. and G. R. Elliot, Rev. J. J. Rossier, and Mr. J. Knox. She sailed the same day for Kobe, via Moji, at 11 a.m. The "Eastern" is a 2,272-ton vessel, commanded by Captain G. L. Smith, and Messrs. Mackinnon, Mackenzie & Co. are the Hongkong agents.

HIGHER FARES FOR
SEA-TRAVEL.TALK OF INCREASE IN CARGO
FREIGHTS.

"There is little doubt that in the near future," the Evening Standard was informed at the Chamber of Shipping on March 9, "there will be an increase in freight rates on outward cargo from the United Kingdom as well as in certain passenger rates."

The cause? The great advance in the price of bunker coal. It is costing £7 15s. a ton in London now. If you want coal for a factory you can get it at from 35s. to 40s., but for coal to carry the products of the factory, shipowners have to pay four times as much. A little while ago bunker coal in London stood at about 15s.

WORKING AT A LOSS.

"It is probably quite true that some large passenger lines are working at an actual loss. For every extra knot of speed their coal consumption goes up to a considerable extent."

On further inquiries it was ascertained that in some cases passenger rates have already been increased to keep pace with the increased cost of coal, though further steps in this direction are considered inevitable.

At the Coal Controller's office the increased price of coal was attributed to two causes—shortage and the fact that in order to build up home supplies the exports of coal from this country are being still further restricted.

NO MAXIMUM PRICE.

"Bunker coal," it was stated, "is on the same footing as export coal. There is no maximum price, though there is a minimum. The cost now is simply the result of a free market in the commodity. Bunker coal is not indiscriminately allowed to any ships, but is allotted on a system by which priority is given to coastwise traffic, followed by vessels leaving in ballast for foreign destinations (probably for food cargoes) and vessels loading for coal depots."

The only remedy for the present situation as far as can be seen, at present is increased production at home and larger supplies from America following on the termination of the strike."

ROME-TOKYO FLIGHT.

FERRARIN REACHES
FOOCHOW.

Lieutenant Ferrarin arrived at Foochow at 6.30 on April 23.

Lieutenant Ferrarin started in a mist and struck the coast at Swatow. He flew over Amoy, and then the fog became so thick that he had to fly at an altitude of only 500 feet at half-speed. He spotted Foochow just before his supply of gasoline gave out, and landed on the Golf Course, where he received an ovation. A reception in his honour was held at the Club.—Canton Times.

you were both clever enough not to be there at the time this occurrence took place. I am therefore obliged to discharge you."

In the cases of the seven defendants found guilty, they were each sentenced to serve a week at hard labour in Victoria Jail (or until the sailing of their ship), jail charges for their upkeep to be docked against their wages.

The seven defendants were marched out of the Court room, declaring that "they appealed." As the press reporters were leaving the building, some of the prisoners, not yet convinced of their bad luck in "drawing one week's hard," were still protesting their innocence.

VERANDAH LAW.

VERY UNSATISFACTORY POSITION.

At the Magistrate's this morning, Mr. E. Davidson appeared before Mr. N. L. Smith in connection with the case in which the Sun Company was last week remanded on a charge of obstructing their verandahs.

Mr. Davidson argued at the previous hearing that the Ordinance under which the defendant firm was charged, was framed to cover only obstruction to the free access of light and air in a premises, and did not deal with the general meaning of the term.

Mr. A. E. Wright, the Building Authority, contended that it meant any sort of obstruction, for instance free access to the fire-escape, which was the charge against the defendants. The fire-escapes were badly blocked and in case of a fire, this obstruction may prove a veritable death trap. That was one of the instances dealt with in the Ordinance.

Mr. Davidson submitted that if that were so, his clients should have been summoned under another Ordinance. Counsel said that opposite the Sun Co.'s premises, there was a restaurant, the verandahs of which were littered with tables and chairs, with just enough room between them for the waiters to get about. That too, under the meaning of the Ordinance, as interpreted by Mr. Wright, would be obstruction, so would the flower pots. There was no law, Counsel submitted, to prevent his client from erecting partitions between the verandahs, even if there were fire-escapes.

Mr. Smith remarked that he agreed with Mr. Davidson, but adjourned the case to enable the Crown Solicitor to argue the point.

This morning Mr. Leo Longinotto appeared for the Crown, and addressing him, his Worship said that he had carefully read the Ordinance through since the previous hearing, and he was softening in his support of Mr. Davidson's contention.

Mr. Longinotto said that if his Worship was satisfied with the interpretation of the word "obstruction" as given by the prosecution, he would not address him.

Mr. Davidson said that the Ordinance provided that no balcony or verandah shall be closed in or obstructed. By that, said Counsel, he took it to mean that the front parts of the verandahs should not be closed in, but it certainly did not mean the partitions between the verandahs of separate houses, which were originally built as a whole, and the partitions put in afterwards. Without these partitions on the verandahs, life would be intolerable. Counsel said that at the previous hearing, he had to deal with obstruction only where it prevented free access of light and air to the premises, and his Worship was with him. Since then, the prosecution had not used itself to proving a particular obstruction, and is now proving obstruction in general. The prosecution now hold that the objection was that obstruction was caused to the fire-escape, because some tailors and their machines are occupying some of the verandahs, and others are taken up with cabinets. He did not know whether or not his Worship would hold a man to be an obstruction, but he maintained that there was no obstruction within the meaning of the proviso in the ordinance, and the summons should be dismissed. Counsel again brought up the point that if a few machines were considered obstructions, then tables on verandahs are also obstructions, and before long there would be wholesale prosecutions along the whole length of Des Voeux Road. And, said Counsel, the worse part of it all would be that no one would know if he were causing an obstruction or not, until Mr. Edwards of the P.W.D., came along with the summons. Counsel submitted that that was absurd. He further said that had his client been told the nature of the obstruction, they were alleged to be guilty of, he would have pleaded "guilty," at the very beginning, and not wasted so much time of the Court.

His Worship said he thought the meaning of the word "obstruction" was general under the Ordinance, and it covered the obstruction of fire-escapes.

Mr. Davidson said that in that case he would not offer further arguments, but would apply for a small penalty.

Mr. Longinotto said he was not asking for a heavy penalty.

His Worship enquired from Mr. Edwards the reason for the regulation, and the latter said that it was to prevent verandahs, which are over Crown land on which rent was not paid, from being used for business purposes and for profit.

A fine of \$10, was imposed.

The Canton Samsul Railway Company contemplate the construction of a motor road between Fatshan and Chan Chuen.

"WALLA-WALLAS" double-cross the harbour but never double-cross you. Phone No. 3518.

OUTSPOKEN JOURNALISM.

THE FACT THAT LORD READING IS NOT

going to the States as British Ambassador is matter for relief to all those who object to see this country represented by a Jew. That his race or his speculations in Marconi Shares affected the Prime Minister in his ultimate selection it is, of course, fantastic to suppose. The reason why Rufus Isaacs did not go to America is that he thought he would get a better job if he stayed over here, so that when he ultimately decides to leave the bench he may find a more permanent and more prominent political position than that awaiting him in Washington. Failing Lord Reading, it is difficult to imagine a worse choice than Sir Auckland Geddes; a very ill-mannered man with an unfailing belief in the inferiority of this country, with a steady admiration for that type of Prussian middle-headedness which goes by the name of efficiency, he will do little to promote good relations between us and the States. His departure, however, will relieve Mr. George of the embarrassment of explaining the mistakes of this typical strong man. It will only be necessary to point out that Sir Auckland is serving his country in circumstances which prevent him from being heard in his own defence to silence any critics who may rake up the cross stupidities and costly idiocies for which he is responsible. In the meantime, Sir Eric still remains on Mr. George's hands. He is something more of a stickler than his brother, and will not easily relinquish his emoluments at the Ministry of Transport until an equally well-paid job is forthcoming.—The New Witness.

TO THE JUSTICES OF THE PEACE OF HONGKONG.

GENTLEMEN,

In deference to a widely expressed wish I am offering myself as a candidate for the vacancy on the Hongkong Legislative Council. I trust I shall receive your support at the election. If elected I shall pursue the policy of the progress of the Colony. I shall pay particular attention to the trade and shipping interests of the Colony on which I recognise its prosperity to a great extent depends and with which I am not altogether unfamiliar after very many years of varied business experience. I am greatly in sympathy with the opening up of new roads, the improvement of existing roads and particularly that leading to the terminus of the Peak Tramway, also the provision of holiday resorts and recreation grounds for both adults and children on which the health and efficiency of the members of the community so much depend. The housing problem and that of public health will also receive my earnest consideration and endeavours for the benefit of the public. I have considerable experience as Deputy in Command of the Hongkong Police Reserve Force. There is urgent need of improvement in the Police Force of Hongkong and I feel myself competent to assist in this improvement. I have been a Justice of the Peace for very many years and in that capacity have visited the Jail hospitals, and lunatic asylum and again feel that I am competent to assist in the improvement of these institutions. I have also been in close touch with the commercial men of this Colony and know well the conditions of trade and enterprise. Vast improvements in Kowloon and in the ferry service to Kowloon should be effected in the near future. Tramways should be established and means of transit both for people and goods established or improved. There is also a great need of a hospital at Kowloon and I shall use every endeavour to assist in its establishment. If elected it will be my earnest desire and endeavour to do all that is in my power for the benefit of the residents of Hongkong and Kowloon.—I am, Gentlemen, Your obedient servant,

T. F. HOUGH.

Hongkong, April 30, 1920.

LATEST SHIPPING NEWS.

ARRIVALS.

The s.s. "Haiyang" (Captain J. S. Thomson), 1,362 tons, arrived yesterday at 2.30 p.m. from Hongkong with 2,925 tons of cargo.

The "Haitan" (Captain Robinson), 1,700 tons, arrived yesterday at 5 p.m. from Hoihow with 800 tons of general cargo.

The s.s. "Childar" (Capt. Mithiasen), 1,102 tons, arrived yesterday at 1.30 a.m. from Swatow with 1,010 tons of general cargo and 3 bags of mail.

DEPARTURES.

The s.s. "Eastern," Capt. Smith, sailed for Kobe via Moji at 11 a.m. to-day with 300 tons of general cargo.

The s.s. "Nikko Maru," Capt. Kusano, sailed for Melbourne via Manila at 11 a.m. to-day with 250 tons of general cargo.

The s.s. "Kao Samud" Capt. Virachatra, sailed for Bangkok via Swatow, at 11 a.m. to-day with 400 tons of general cargo.

The s.s. "Glennier" Capt. Roger, sailed for London & Antwerp via Singapore, at 6 a.m. to-day with 2,350 tons of general cargo.

The s.s. "Loonggang" Capt. Simpson, sailed for Manila, at 3 p.m. to-day with 1,250 tons of general cargo.

Under the heading "Another visitor to the Island of Refuge" the Canton Times reports that General Li Lien-chun, the Chief of Staff of the Military Government left Canton suddenly for Hongkong.

TO-DAY'S
ADVERTISEMENTS.TO THE JUSTICES OF THE
PEACE OF HONGKONG.

GENTLEMEN,

In deference to a widely expressed wish I am offering myself as a candidate for the vacancy on the Hongkong Legislative Council. I trust I shall receive your support at the election. If elected I shall pursue the policy of the progress of the Colony. I shall pay particular attention to the trade and shipping interests of the Colony on which I recognise its prosperity to a great extent depends and with which I am not altogether unfamiliar after very many years of varied business experience. I am greatly in sympathy with the opening up of new roads, the improvement of existing roads and particularly that leading to the terminus of the Peak Tramway, also the provision of holiday resorts and recreation grounds for both adults and children on which the health and efficiency of the members of the community so much depend. The housing problem and that of public health will also receive my earnest consideration and endeavours for the benefit of the public. I have considerable experience as Deputy in Command of the Hongkong Police Reserve Force. There is urgent need of improvement in the Police Force of Hongkong and I feel myself competent to assist in this improvement. I have been a Justice of the Peace for very many years and in that capacity have visited the Jail hospitals, and lunatic asylum and again feel that I am competent to assist in the improvement of these institutions. I have also been in close touch with the commercial men of this Colony and know well the conditions of trade and enterprise. Vast improvements in Kowloon and in the ferry service to Kowloon should be effected in the near future. Tramways should be established and means of transit both for people and goods established or improved. There is also a great need of a hospital at Kowloon and I shall use every endeavour to assist in its establishment. If elected it will be my earnest desire and endeavour to do all that is in my power for the benefit of the residents of Hongkong and Kowloon.—I am, Gentlemen, Your obedient servant,

T. F. HOUGH.

Hongkong, April 30, 1920.

PUBLIC AUCTION.

PARTICULARS AND Conditions of the letting by Public Auction Sale, to be held on MONDAY, the 3rd day of May, 1920, at 3 p.m., at the Office of the Public Works Department, by Order of His Excellency the Governor, of One Lot of CROWN LAND above Kennedy Road, in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 75 years.

PARTICULARS OF THE LOT.

Boundary Measurements.

Area in Acres, Roods, and Perches.

Area in Acres, Roods, and Perches.

Area in Acres, Roods, and Perches.

Area in Acres, Roods, and Perches.

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Area in Acres, Roods, and Perches.

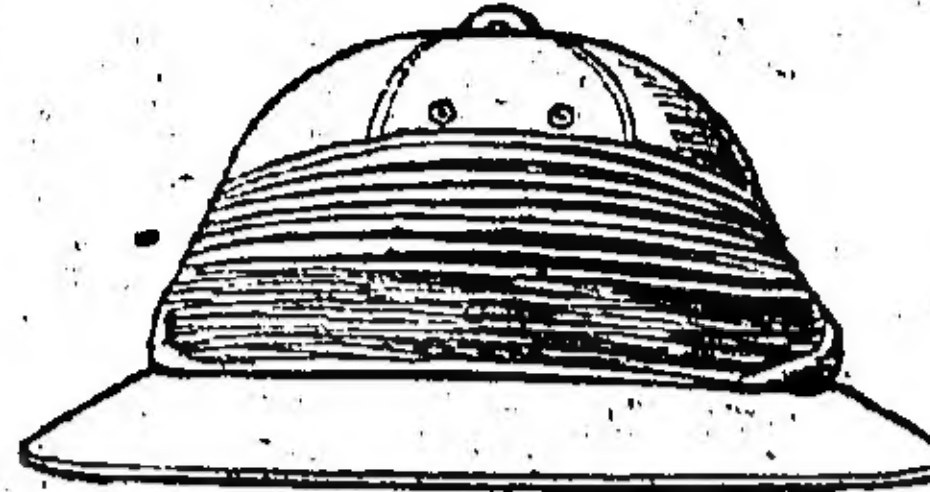
Area in Acres, Roods, and Perches.

Area in Acres, Roods, and Perches.

Area in Acres, Roods, and Perches.

Area in Acres, Roods, and Perches.

NOTICES.

LANE, CRAWFORD & CO.
THE HOUSE FOR HATS.HAWKES' FAMOUS CORK
SUN HATS.

The Special Feature of this HAT is this Cushion sitting which conforms to any Shape head. Finished with Leather Binding, neat Puggaree and Chin Strap.

Smart Shape and Absolutely Water Proof.

Stocked in No. 1 & No. 2, Quality.

Price - - - \$9.00 & \$11.00 Each.

Tress & Co.'s Light Weight Cork Hats.

Extremely Light and Fashionable Shape with Perfect and Positive Ventilator which combines both Comfort and Ease.

\$7.50 EACH.

COLUMBIA

New Records Received.

- | | | | |
|-------|--|-----------|----------------------------|
| A6054 | (Good Morning Mr. Zip-Zip, A Little Bit Of Sunshine, | Fox Trot | Marconi Bros. |
| A5851 | (Pretty Baby, Walkin' The Dog, | Fox Trot | Princess Band. |
| A2387 | (Waterson, Over There, Smiles, | One Step. | " " |
| A2578 | (Missouri, | Fox Trot | Fullers Novelty Orchestra. |
| | | Waltz | Fullers Novelty Orch. |

THE ANDERSON MUSIC CO., LTD.

14, DES VOEUX ROAD CENTRAL.

TEL. 1392.

NOTICE OF REMOVAL.

We have this day REMOVED our GARAGE to No. 161, Des Voeux Road Central; (next to Sincere Co., Ltd.)

BEEZY GARAGE,
Phone 2499.

Hongkong, April 3rd, 1920.

GENUINE CREME SIMON,
AND
POUDRE SIMON,

STOCKS OF THESE FAMOUS FACIAL PREPARATIONS JUST RECEIVED FROM FRANCE.

COLONIAL DISPENSARY.

14, Queen's Road Central.

Telephone No. 1877.

TANSAN

What is TANSAN? Why! The famous Japanese Natural Mineral Water.

"THE CHOICEST OF ALL CHOICE WATERS"

TANSAN is a NATURAL TONIC.
TANSAN is a DELICIOUS DRINK.
TANSAN is ABSOLUTELY PURE.
TANSAN is an AID TO DIGESTION.
TANSAN does NOT LOWER THE SYSTEM.
TANSAN is a PICK ME UP.
TANSAN has NO EQUAL.
TANSAN is FREE FROM BACTERIA.

If you have never tried TANSAN do so AT ONCE. Taste it alone, mix it with your WHISKY, try it with MILK, and remember you are drinking

"The Choicest of all Choice Waters."

TANSAN

Beware of spurious imitations which are unpalatable and dangerous. See that the label bears the name of

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Tausan can be obtained at all 1st Class Hotels in the Far East. Awarded Gold Medal at Anglo-Japanese Exhibition.

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6, QUEEN'S ROAD, CENTRAL.

THE CORONET
SUPER SEASON.

THE SIXTH-BIG PICTURE

TO-NIGHT at 6.15 and 8.15 p.m.

ROMANCE MYSTERY THRILLS
ROMANCE MYSTERY THRILLS

— in —
REX BEACH'S

6 part GOLDWYN Melodrama.

"THE CRIMSON GARDENIA"

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ALSO SHOWING

"SNUB" POLLARD, in

"ALL AT SEA"

"ALL AT SEA"

The Best Show in Hongkong to-night

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JOINT SERVICE OF THE HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD. AND THE CHINA NAVIGATION COMPANY, LIMITED

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Further information may be obtained at the Consulate's Office, Hotel Mansions,
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STEAMSHIP SERVICES.
FOR NEW YORK via Panama Canal.

S.S. "BOLTON CASTLE"

Sailing about end of May.

LLOYD TRIESTINO

FOR BRINDISI, VENICE & TRIESTE
S.S. "AFRICA"

Sailing about 31st May.

NANYO YUSEN KAISHA, Ltd.

(SOUTH SEA MAIL S. S. CO.)

Regular Services between
JAPAN, HONGKONG & JAVA

S.S. "RIJUN MARU"
Sailing on or about 13th May.

S.S. "SAMARANG MARU"

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(TAIYO KAIUN KAISHA)

Steamship Services Trans-Pacific.
Also to Australia, Europe, etc.

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TAKING Cargo on through Bills of Lading to South AFRICAN
PORTS with transshipment at CALCUTTA.

in conjunction with the
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SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

LONDON, ANTWERP, ROTTERDAM & HAMBURG—Monthly direct service via Singapore and Port Said.

HAVANA MARU—Tuesday, 4th May.
HAYEE MARU—Tuesday, 8th June.

BUENOS AIRES—Rio de Janeiro, Santos, Mauritius, Durban, and Cape Town via Singapore.

PANAMA MARU—Friday, 28th May.
SEATTLE MARU—Middle of July.

BOMBAY & COLOMBO—Regular fortnightly service via Suez.

SIAM MARU—Tuesday, 11th May.
LUZON MARU—Saturday, 15th May.

SAIGON, BANGKOK & SINGAPORE—Regular Monthly service.

SHISEN MARU—Saturday, 1st May.

SYDNEY & MELBOURNE—Monthly services taking cargo to New Zealand and Pacific Islands.

MITSUKI MARU—Monday, 7th June.

VICTORIA & VANCOUVER—Tacoma via Manila, Keelung, Shanghai, Nagasaki, Moji, Kobe, Yokohama & Yokohama.

AFRICA MARU (Call Shanghai), Saturday, 32nd May.

CHICAGO MARU—Saturday, 6th June.

KEELUNG via SWATOW & AMOY—These steamers have excellent accommodation for 1st and 2nd class saloon passengers and will arrive at and depart from the O.S.K. wharf near the Harbor Office.

KAIJO MARU—Sunday, 2nd May.

TAKAO via SWATOW and AMOY.

SORHU MARU—Thursday, 6th May.

JAPAN PORTS—Moji, Kobe, Yokohama, Yokohama.

For sailing dates and further particulars please apply to—
Y. YASUDA, Manager, No. 1, Queen's Building,
Tel. No. 744 and 745.

THE CHINA & AUSTRALIA S.S. CO.

FOR MELBOURNE & SYDNEY via MANILA, SANDAKAN & QUEENSLAND PORTS.

"VICTORIA" Sailing on or about 2nd May.

(Calling at Port Darwin).

For Passage and Freight apply to—

THE CHINA & AUSTRALIA S. S. CO.,

112 Connaught Road Central, Agents.

SHIPPING

C. N. C.
CHINA NAVIGATION CO., LTD.

SAILING SUBJECT TO ALTERATION.

SHANGHAI & TSINGTAO—YINCHOW May 1, at 4 p.m.
WEIHAIWEI, CHEFOO & TIENTSIN—KUMOW May 2, at 8 a.m.
PARHAI & HAIPHONG—KUMOW May 2, at 8 a.m.
SWATOW & BANGKOK—CHUAN May 4, at 10 a.m.
AMOI, SHANGHAI AND PUOW—ICEANG May 4, at 4 p.m.
MANILA, CEBU & ILOILO—TAKING May 5, at 4 p.m.
SHANGHAI & TSINGTAO—CHUAN May 5, at 4 p.m.
SHANGHAI & TSINGTAO—CHUAN May 5, at 4 p.m.

SHANGHAI LINE—PASSENGERS, MAIL AND CARGO. Excellent Saloon accommodation and ships. Electric light and fans in Saloon and State-rooms. Regular telegraphic service between Canton, Hongkong, Shanghai (twice weekly) and Tsingtao (weekly), taking cargo on through Bills of Lading to all Yangtze and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transshipment at Woosung.

BANGKOK LINE—Weekly service to and from Bangkok via Swatow.

For Freight or Passage apply to—

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AGENTS.



Operating the following U.S. Shipping Board Steamers.

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"WEST HARTLAND" About May 1st.

"EDMORE" About May 12th.

"TONGUM" About May 20th.

"CROSSKEYS" About June 2nd.

For PORTLAND Direct.

(Calling at Shanghai and Kobe).

"COAXET" About May 1st.

"WABAN" About May 12th.

"MONTAGUE" About June 10th.

"ABERDEEN" About June 20th.

Through Bills of Lading issued to Overland Common Points.

FOR FREIGHT AND PARTICULARS APPLY TO:

THE ADMIRAL LINE,

Telephone 2477 & 2478. Fifth Floor, Hotel Mansions.

FOR NEW YORK & BOSTON.

THE U. S. SHIPPING BOARD.

S.S. "DRYDEN"

About MAY 10th.

Via PANAMA.

For freight space and particulars apply to—

BARBER STEAMSHIP LINES, INC.,

THE ADMIRAL LINE,

TELEPHONE 2477 & 2478. FIFTH FLOOR, HOTEL MANSIONS.

LOS ANGELES PACIFIC NAVIGATION COMPANY.

HONGKONG TO LOS ANGELES, CALIFORNIA, U.S.A.

DOE INWARDS ABOUT SAILING FOR LOS ANGELES ABOUT
SIS VINITA May 15 S.S. VINITA May 17
S.S. WEST NIVARIA June 15 S.S. WEST NIVARIA June 17
S.S. WEST MONTOP July 15 S.S. WEST MONTOP July 17

Through Bills of Lading to all U.S. and Canadian overland points;
no transshipment en route.

Shipside connection with the Salt Lake, Santa Fe and Southern Pacific Railroads.

HEAD OFFICE—LOS ANGELES, CALIF.

BRANCH OFFICES—Kobe, SHANGHAI, MANILA, SINGAPORE.

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CHAS. E. RICHARDSON,

General Agent for South China.

Telephone No. 1082.

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SAN FRANCISCO LINE.

SHANGHAI, INLAND SEA, JAPAN, and HONOLULU.

PAST AND LUXURIOUS MAIL STEAMERS.

Sailings from Hongkong—Subject to change without notice.

Steamers Tons Leave Hongkong
KOREA MARU 20,000 3rd May
TENYO MARU 20,000 27th May
SHIBUKI MARU 20,000 13th June
SHINYO MARU 20,000 17th June
*PERSIA MARU 9,000 5th July

From Kobe. *Omitting call at Shanghai.

SOUTH AMERICAN LINE.

HONGKONG to VALPARAISO via JAPAN, HONOLULU,

SAN FRANCISCO, SAN PEDRO, BALBOA, COLON, PANAMA,

CALLAO, AERIA and IQUIQUE.

Thence by Trans-Andean Route to Buenos Aires.

Steamers Tons Leave Hongkong
SUIYO MARU 14,000 May 7th
KIYO MARU 11,000 July 12th
ANJO MARU 18,500 Sept. 8th

Tickets are interchangeable with the Canadian Pacific Ocean Service, Ltd.
and the Pacific Mail Steamship Co.
Passengers may travel by rail between ports of call in Japan free of charge.

FREIGHT SERVICE

Direct Freight service to CUBA and NEW ORLEANS, via San Francisco,
Balboa and the Panama Canal.

Steamers Leave Hongkong
CHOMO MARU May 5th.

For all information as to rates, freight space, sailings, etc., apply to—

Y. TSUTSUMI, MANAGER,

Telephone 2474 and 2475. King's Building.

SHIPPING

C. P. O. S.

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HONGKONG TO VANCOUVER

(via Shanghai, Nagasaki, (Moji) Kobe & Yokohama)

Steamers From Hongkong To Vancouver

Empress of Russia May 6 May 24

Empress of Japan May 26 June 19

Empress of Asia June 8 June 21

Monteagle June 6 July 2

Empress of Russia July 1 July 19

Empress of Japan July 20 Aug. 10

Empress of Asia July 29 Aug. 16

Monteagle Aug. 12 Sept. 5

Empress of Russia Aug. 26 Sept. 13

Empress of Japan Sept. 14 Oct. 5

Empress of Asia Sept. 23 Oct. 11

Empress of Russia Oct. 21 Nov. 8

Monteagle Oct. 28 Nov. 19

Empress of Japan Nov. 9 Nov. 30

Passage fares Hongkong to United Kingdom.

Empress of Russia (Gold) 18,500 Tons Reg. \$503.00

Empress of Japan (Gold) 18,500 Tons Reg. \$485.00

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Monteagle (Gold) 18,500 Tons Reg. \$485.00

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For Fares and other information please apply to

HONGKONG OFFICE

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OCEAN SERVICES

CHINA MAIL S.S. CO., LTD.

FREIGHT AND PASSENGERS.

"NANKING" (15,000 tons) "NILE" (11,000 tons) "CHINA" (10,900 tons)

SAILINGS FROM HONGKONG FOR

SAN FRANCISCO

VIA SHANGHAI, JAPAN PORTS & HONOLULU.

"NANKING" June 2nd 1920. "NILE" May 15th 1920. "CHINA" May 23rd 1920.

AN UNPARCELLED HIGH CLASS PASSENGER SERVICE.

O. H. RITTER, Freight and Passenger Agent.

Prince's Buildings, 100 House Street. Tel. 1934.

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HONGKONG & SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers having good Accommodation for First Class Passengers. Electric Light and Fans in State-rooms and Saloons. Excellent Cuisine.

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AND RETURN.

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HAIBOONG Capt. Ed. Walker TUESDAY, 4th Prox. at 3 p.m.

HAIBOONG Capt. W. C. Passmore FRIDAY, 7th Prox. at 3 p.m.

Arrivals and Departures from the Company's Wharf (near Bkale Pier).

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General Managers.

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FOR HAVANA & NEW YORK

VIA PANAMA CANAL.

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INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BEIRA,

DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and

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For particulars apply to—

THE BANK LINE, LTD.

MANAGING AGENTS.

"ELLERMAN" LINE.

(Ellerman & Bucknall Steamship Co., Ltd.)

JAPAN, CHINA AND STRAITS

TO

UNITED KINGDOM & CONTINENT.

FOR PARTICULARS OF SAILINGS SHIPPERS ARE

REQUESTED TO APPROACH THE UNDERSIGNED:

For LONDON AND ROTTERDAM "KAZEMBE" 20th May

Subject to change without notice.

THE BANK LINE, LTD.

Or to KIESE & Co., Canton, General Agents.

NEW YORK DIRECT.

JOINT SERVICE OF THE

"BLUE FUNNEL" LINE

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AND

AMERICAN & MANCHURIAN LINE

(ELLERMAN & BUCKNALL S.S. CO., LTD.)

SAILINGS FROM HONGKONG

"CITY OF CHINA" via Suez 15th May

"BURYMAH" via Suez 25th May

"KOVICK" via Suez 27th May

"TELEMACUS" via Panama 10th June

Steamers proceed via Suez Canal or Panama Canal at Owners' option.

Subject to change without notice.

For Freight and particulars apply to

BUTTERFIELD & SWIRE or THE BANK LINE, LTD., HONGKONG.

HONGKONG & CANTON HELLAS & CO., CANTON.

BERLIN'S UNDERWORLD.

NEW WAVE OF CRIME.

It is perhaps only natural that the after-the-war crime wave now disturbing London, Paris and New York should be surpassed by Berlin's appalling record of crime of recent weeks, writes the Berlin correspondent of *The Times*. Certainly it would be difficult to recall, in modern history, a happier hunting ground for cut-throats and other rogues than the German capital. Life in Berlin has reached such a pitch of insecurity that it now takes a good deal to shock, thrill, or even interest anyone who has grown accustomed to it. Almost daily one hears that somebody "has been smashed in," "only a few yards from where I live," or that somebody has been stunned and robbed "before my very eyes."

CATALOGUE OF MURDERS.

Perhaps the most astonishing feature of the latest catalogue of murders is the trivial reasons for which many of them were committed. Two children stay away from home too long on their mother's birthday; and the mother drags the delinquents to the garret, thrusts them into a barrel, and hammers the lid down upon them until their cries are finally stifled. A feeble old fortune teller is throttled at her bedside for the sake of her small savings. A horse-butcher is remonstrated with for beating a horse mercilessly; after a brief altercation he whips out a revolver and shoots the remonstrator.

A few days ago a moonlight street chase after burglars led to a fierce exchange of shots in the Wedding district of the city, two members of the Civil Guard and one of the burglars being killed. In another district, at about the same hour, two parties searching for a supposed thief, fired on each other in the dark, with fatal consequences.

Of Berlin's big murder cases, numerous as they are, perhaps none has caused a greater sensation than that of the wholesale murderer of the Falkenberg Forest, who committed so many murders, robberies and outrages on innocent people that when finally brought to justice, he admitted he was unable to remember many of his offences. In one instance, he locked up his victims in his wooden house, set fire to it, and fired shots into the house as it burned.

BURGLAR'S IRON CROSS.

The recent exploits of the brothers Strauss, now in prison and most carefully guarded in Moabit, held Berlin spellbound at the time of their arrest a month ago. These remarkable brothers, one of whom had interrupted a burglar's career to fight for Germany in the war, and had won the Iron Cross, had been imprisoned for a whole series of burglaries. One of them after escaping found out which was his brother's cell. He returned to the prison and set his brother free in spite of all obstacles. After committing more burglaries they were tracked down by the police. They shot two of the policemen dead and wounded two others again escaping over the roofs, but they were subsequently arrested in a lodging in the east end of Berlin. Burglaries are characterised by the cunning with which they are prepared and carried out. Street thefts are committed daily with extraordinary audacity. Thieves are

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P. & O.-BRITISH INDIA APCAR AND EASTERN & AUSTRALIAN LINES

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MAIL AND PASSENGER SERVICES

STRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF, WEST

INDIES, MAURITIUS, EAST AND SOUTH AFRICA, AUSTRALASIA.

INCLUDING NEW ZEALAND AND QUEENSLAND PORTS, RED

SEA, EGYPT, EUROPE, &c.

PENINSULAR & ORIENTAL SAILINGS (South)

| S. S. | Tons | From Hongkong (about) | Destination |
|----------|-------|-----------------------------|------------------------------|
| "NORSE" | 4,700 | 13th May | MASSILLON LONDON & A'warp. |
| "DUNERA" | 5,400 | 13th May | Singapore, Colombo & Bombay. |

BRITISH INDIA-APCAR SAILINGS (South)

| | | | |
|----------|-------|----------|-----------------------------------|
| "MUTTRA" | 4,700 | 14th May | Straits, Rangoon and Calcutta. |
|----------|-------|----------|-----------------------------------|

EASTERN & AUSTRALIAN SAILINGS (South)

| | | | |
|--------------|-------|----------|--|
| "ST. ALBANS" | 4,900 | 2nd May | Sydney via Manila, Sandakan, Thursday Island, Cairns, Townsville & Brisbane. |
| "EASTERN" | 4,000 | 15th May | |

SAILINGS TO SHANGHAI & JAPAN

| | | | |
|-----------|-------|---------|----------------|
| "EASTERN" | 4,000 | 1st May | Moji and Kobe. |
| "DUNERA" | 5,400 | 1st May | Shanghai. |

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

Calls Manila.
Calls at Antwerp.
Tickets interchangeable.
1st Saloon Passengers may travel by B.I.S.N. Company's steamers between Singapore and Calcutta or Singapore and Madras in lieu of the section of their P. & O. Tickets Singapore to Calcutta.
All Cabins are fitted with Electric Fans free of charge.
Passengers and Sailors dates are liable to be cancelled or altered without notice.
Passes Measuring not more than 24 ft. x 2 ft. x 1 ft. will be received at the Company's Office up to noon on the day previous to sailing.

NOTICE TO CONSIGNEES.

Consignees are reminded of the necessity to apply to the Company's Agents regarding arrival of consignments expected of which they have received documents or advice.

Any damaged packages must be left in the Godowns for examination by the Consignee and the Company's Surveyors, Messrs. Goddard and Douglas, at 10 a.m. on MONDAYS and THURSDAYS. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized. No claims will be admitted after 10 goods have left the Godowns.

For Further Information. Passages, Freight, Handbooks, etc., apply to
MACKINNON, MACKENZIE & CO.,
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N. Y. K.

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SEATTLE & VICTORIA via Shanghai & Japan ports.
Cargo to Overland Points U. S. in connection with Great Northern, Northern Pacific, and Chicago, Milwaukee & St. Paul Railways.

| | | | | | |
|----------------|---------------------|--------------------------------|--------|--------|--------|
| SEWA MARU | ... .. | ... .. | ... .. | ... .. | ... .. |
| TOYOHASHI MARU | (Calling Manila)... | Wednesday, 5th May, at 11 a.m. | | | |
| RA-HIMA MARU | (Calling Manila)... | Saturday, 31st May, at 11 a.m. | | | |
| FUJIMI MARU | ... .. | Tuesday, 10th June, at 11 a.m. | | | |

LONDON & ANTWERP via Singapore, Malacca, Penang, Colombo, Suez, Port Said & Marseilles.

| | | | | | |
|--------------|--------|--------|--------|--------|--------|
| TAMBA MARU | ... .. | ... .. | ... .. | ... .. | ... .. |
| MISHIMA MARU | ... .. | ... .. | ... .. | ... .. | ... .. |
| SADO MARU | | | | | |

HAMBURG, LONDON & ANTWERP via Singapore, Colombo, Suez and Port Said.

| | | | | | |
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| TOYOOKA MARU | | | | | |
| | | | | | |

LIVERPOOL & Marseilles via Singapore, Colombo, Suez and Port Said.

| | | | | | |
|-------------|-------------------|---------------------|--|--|--|
| WAKASA MARU | (Calling Cebu)... | Wednesday, 5th May. | | | |
|-------------|-------------------|---------------------|--|--|--|

MELBOURNE & SYDNEY via Manila, Zamboanga, Thursday Island, Townsville & Brisbane.

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| NIRKO MARU | | | | | |
| AKI MARU | | | | | |

NEW YORK & HAVANA via Kobe, Yokohama, Murnora, San Francisco, Panama & Colon.

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| TSUYAMA MARU | | | | | |
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| TENSHIN MARU | | | | | |

CALCUTTA & RANGOON via Singapore & Penang.

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| YAM GATA MARU | | | | | |
| TATSUNO MARU | | | | | |

JAPAN PORTS—Nagasaki, Kobe & Yokohama.

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| TANGO MARU | | | | | |
| NIRKO MARU | | | | | |

SHANGHAI, KOBE & YOKOHAMA.

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| TEISHO MARU | | | | | |
| YETOROFU MARU | | | | | |
| TOT-MI MARU | | | | | |
| TOYO MARU No. 2 | | | | | |

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S. YASUDA, Manager.
Telephone Nos. 291 & 292.

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| DESTINATION. | VESSEL'S NAME | FOR FREIGHT APPLY TO | PO-22 DEPARTURE |
|---|-------------------|---------------------------|---------------------------|
| San Francisco via Shanghai & Japan, &c. | Korea Maru | Toyo Kisen Kaisha | On 2nd May. |
| San Francisco via Shanghai, Japan &c. | Toyo Maru | Toyo Kisen Kaisha | On 7th May. |
| San Francisco via Shanghai, Japan &c. | Venezuela | Pacific Mail S.S. Co. | On 10th May. |
| San Francisco via Shanghai, Japan &c. | Equador | Pacific Mail S.S. Co. | On 16th June. |
| San Francisco via Shanghai, Japan &c. | Nile | China Mail S.S. Co., Ltd. | On 16th May. |
| San Francisco via Shanghai, Japan &c. | China | The Admiral Line | On 18th May. |
| Seattle, Tacoma, Victoria & Vancouver. | West Highland | Osaka Shosen Kaisha | On 1st May. |
| Victoria, Vancouver, Seattle & Tacoma. | Africa Maru | Nippon Yusen Kaisha | On 2nd May. |
| Victoria B.C. & Seattle via S'hai, &c. | Suwa Maru | Nippon Yusen Kaisha | On 2nd May, at 11 a.m. |
| Vancouver via Shanghai, Japan &c. | Empress of Russia | Canadian O.S. Ltd. | On 8th May. |
| Vancouver via Shanghai, Japan &c. | Empress of Japan | Canadian O.S. Ltd. | On 16th May. |
| Shanghai, Kobe and Yokohama | Yokohama Maru | Nippon Yusen Kaisha | On 1st May. |
| Australian Ports via Manila. | Nikko Maru | Nippon Yusen Kaisha | On 30th April, at 11 a.m. |
| Australian Ports via Japan | Seiya Maru | Toyo Kisen Kaisha | On 7th May. |
| New York via Panama and Havana | Coast | Butterfield & Swire | About 2nd May. |
| Portland | Belton Castle | Douglas & Co. Ltd. | 2nd May. |
| Nagasaki, Kobe & Yokohama | Tango Maru | Nippon Yusen Kaisha | On 2nd May, at 11 a.m. |
| Moji and Kobe | Eastern | P. & O. B.I. & A.L. | On 1st May, D'light |
| Weihaiwei, Chefoo and Tientsin | Kuichow | Butterfield & Swire | On 2nd May, D'light |
| Amoy, Shanghai & Peking | Ichang | Butterfield & Swire | On 4th May, at 4 p.m. |
| Calcutta via Straits & Rangoon | Yamagata Maru | Nippon Yusen Kaisha | On 4th May. |
| Singapore, Penang & Belawan-Deli | Van Waverijk | Java-China-Japan Lijn | On 7th May. |
| Keelung via Swatow and Amoy | Kaijo Maru | Osaka Shosen Kaisha | On 2nd May. |
| Saigon, Bangkok & Singapore | Shisen Maru | Osaka Shosen Kaisha | On 11th May. |
| Swatow, Amoy & Poochow | Huiching | Douglas Lapraik & Co. | On 30th April at 3 p.m. |
| London and Rotterdam | Kazembe | The Bank Line, Limited | On 20th May. |
| Bombay & Colombo | Sinhu Maru | Osaka Shosen Kaisha | On 11th May. |
| London and Antwerp | Havana Maru | Osaka Shosen Kaisha | On 4th May. |
| London via S'pore, Pang & C'bo &c. | Tamba Maru | Nippon Yusen Kaisha | On 30th April, at Noon. |
| Mauritius, Delagoa Bay, Durban | Panama Maru | Osaka Shosen Kaisha | On 18th May. |
| Marseilles, London & Antwerp | Nore | P. & O. B.I. & A.L. | On 19th May. |
| Takao via Swatow and Amoy | Souji Maru | Osaka Shosen Kaisha | On 6th May. |

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THE SAILOR'S DAY.

[By H. M. TOMLINSON.]

[An eight-hour day for seamen is the latest proposal of organized labour.]

Many of the demands which to-day a trade union official may make of the legal representative of an association of capitalists, in perfect confidence that business man will not faint with surprise, but will grant what is wanted—if he must, still seem blasphemous to some worthy old craftsmen who remember the days when loyal and steady workmen felt their employer was a gentleman if he tipped a bit of chaft when there was another baby. They regret the loss of what is called "the human relationship"; a relationship which would convert (as the phrase goes) a white mouse into a revolutionist, if anyone were so unwise as to disturb his peace of mind by reading a little of what that human relationship amounts to in our industrial history.

I am bound to admit the eight-hour day for seamen and firemen shocks even me. It makes me feel the world is now developing faster than ever the wildest of us advised it to. Nothing that the miners or other workers are getting, or will get very soon, shows more clearly where we are to-day than the idea that a seaman should be paid for working overtime: because that is what the seaman is after, of course, with his eight-hour day. Landmen perhaps won't see it in that violent and significant contrast; but for anyone who has some acquaintance with the conditions and pay of labour at sea, the suggestion of an eight-hour day for ships causes a little dizziness.

AN UNPLEASANT TRADE.

Not many years ago, in the *Morning Leader*, I wrote a series of articles, which I fear were violent and unforbearing, in support of many things which the merchant seaman had not got, but deserved to have. His was the worst paid of our trades; his accommodation usually was mere degrading than slum areas condemned off-hand by intelligent medical officers; the rations he accepted would have raised an uproar in a British battalion in the line; his job was so dangerous that the shipping interests in the House got him excluded from the compensation for accidents given to other workers (for it would have cost the employers so much in his case, and besides it did not matter, for Jack had no vote).

The shipowners, too, to make him unpleasant to his fellow-countrymen, and to excuse a growing habit of theirs in replacing him with Asiatics even cheaper than himself, threw beer over him, as it were, extensively. Indeed, just before the war, a once honoured profession had sunk, in the opinion of magistrates, to the level of a punishment for felonious boys. When, on top of all this, Mr. Lloyd George, as President of the Board of Trade, undid Plimsoll's labours, and made legal the overloading of ships by a re-measuring order (and, as usual, never bothered to ask Parliament for permission), and compensated Jack for working a dangerous ship by giving him a little more jam and pickles, I gave up practical politics as a joke which was pointless except for those behind the scenes, and went to sea myself, in an overloaded steamer, to get practical political politics off my mind. The idea, in those days, of suggesting an eight-hour day for seamen!

THE WAR, if it has not enlarged our minds, has certainly made us complain bitterly about the length of our chains. Jack secured more pickles for working a more dangerous ship; his simple, forgiving, and skilful character enabled him to feed us during the war in spite of our past behaviour, and of mines and submarines; and incidentally to pile up wealth for his owners in figures which dazzle us even to think of. And now he, too, turns into a revolutionist, and expects to be paid for working overtime!

On mentioning this to a sailor who was a mate when the clippers were running regularly from Blackwall, he looked astonished, and then became indignant. "Overtime!" he cried. "I'd give 'em overtime! I did."

He said it was ridiculous.

IMPORTANT WIRELESS ACCESSORY INVENTION.

It is generally recognised that any sudden or undue strain placed upon a rope or wire fixture on board ship is most likely to lead to a smash. Particularly does this apply to ships' wireless aerials, which are extended from masthead to masthead, and have to be set up fairly rigid. With the object of preventing accident to ships' aerials, Hall's Patent Safety Wireless Aerial has been invented and has been installed on some of the chief liners. In this device, which can be fitted to the present types of aerial, long, close, spiral extension springs are fitted at each end of the aerial, in various positions between the aerial insulators and halyard. The springs automatically extend to lengthen the aerial when the tops of the masts spring further apart, contracting again when the masts resume their proper positions. An extension lengthening the aerial by 25 to even 100 feet is possible, and the device thus allows of the aerial being saved from breaking even if the masts lean over to a great angle. Also, with this new type of aerial, it is unnecessary to lower this on account of the vibration of the masts when the ship's derricks are working, and an aerial so fitted would not be likely to be carried away in a gale. Furthermore, by the use of this spring fitting preventing the risk of an aerial breaking at the halyard, the danger of the heavy spreader-bar falling from a great height to the deck and, perhaps, killing passengers or members of the crew, is minimised. A great danger of the breaking of an aerial should a vessel run ashore, strike an iceberg or be in collision, is that it would prevent a S.O.S. call for help being sent out, but with the fitting of this spring device there is little probability of this happening.

impossible, and would never work. You never knew, he said, when you would be wanted, if you were a good seaman, but you had to jump when ordered, or else look out. Overtime! But the eight-hour day is not impossible for seamen, nor ridiculous, and can be worked as well as it can be in any other industry. The owners may have to ship more hands, but they can afford to do that. The seaman is making the discovery that an unjust condition is natural to an industry only so long as it is accepted. When men would have it any longer it is just as natural for it to go. The war has made it very clear that much that we imagined was inevitable, and had to be accepted like income tax or green-fly, changed as soon as we made up our minds that it could be changed.

LIVES OF MEN.

An instance is perhaps better than argument. There was the crew of a steamer I knew. They were paid at the rate of about £5 a month. When we left a Welsh port, till we were off Treviso, late at night, where the latches came adrift. Then, and really for the reason that the ship was carrying 300 tons more than were in her design—those fellows had to become surprisingly active, if only to save their lives. For hours all hands were hard at it, keeping us on the surface, while the sea, breaking over us, made me think at times the lot of them must have been washed overboard. When they had her water-tight again they were worn out and numbed with cold. They went forward, and I dropped exhausted in their wet clothes. They did not get even hot coffee. They were not worth it.

And that task, it must be remembered, for the accomplishment of which they were sufficiently rewarded by their own survival, was thrust on them because the owners, through the agency of our Board of Trade, had got £600 more in the freight justified. The men saved that extra money, and the rest of it, and us, and the underwriters. It would be absurd to deny that they were entitled to pay for some hours of overtime, or that that allowance could not be computed.

Two new launches are being built for the "WALLA-WALLA" fleet. Phone No. 3519.

SHOE LEATHER.

A FEW TRADE SECRETS.

There are two great divisions of the leather trade, and the light section comprehendeth not what the heavy doeth. If you inquire of the maker of sole stuff what is the difference between willow calf and box calf he will probably excuse his want of clarity on the subject with the explanation that "uppers" are not his line of business. So the mere layman may be excused for putting some questions about things that really do concern him not a little as an animal condemned to walk in footcases, and replies were to be had at the Fair by experts of several of the largest leather manufacturing firms in the country.

OLD WAYS BEST.

To the average citizen the most striking change about footwear in the past few years is the enormous advance in the price of it, and one finds that an item contributing to this increase is a rise of 130 to 140 per cent. in the wages of the labourers engaged in the leather trade. But the alteration in the methods of production are interesting and significant. In country towns fifteen years ago it was common to see cartloads of oak bark as high as a consignment of Covent Garden empties being taken to the yards of the local tanners, and when it had served its purpose there it was in great request, for spreading on stone-paved roads to deaden the noise of the traffic in case of sickness. Heavy leather in those days took a year or even two to turn out, now by the use of oak and chestnut bark extracts, and the essence of other tanning materials, the process is completed in two or three months. Light leathers are easily done in a week, against six weeks. A manufacturer said with reference to these extracts "that it was a case of 'an oak plantation in a barrel,' but the modern product was not quite so durable as that of twenty years ago. Still, the old methods would be intolerable in this age of keen competition and the rapid turning over of capital. The splitting of hides is another usage that has greatly developed with the introduction of improved machinery, and a maker of light leathers declared that there was hardly anything they could not split nowadays.

IN THE WINDOWS.

It goes without saying that when a hide is split the great bulk of the value lies in the top layer, which has the natural surface left intact except for the removal of hair. This cut is employed for light boots of the higher prices. But it is a remarkable experience that an expert cannot tell which of two pairs of boots has this top layer and which the "second cut," when the glamour of the shop window is on them, or even when they are handled, so effective are the process by which the inferior material is given a firm surface and "printed" to represent the natural grain. By scratching the leather he might be able to tell, for the "made" surface of the second cut would be piece smooth, whereas that of the top piece would be rough, as in nature. Clearly the customer in this case must leave much to the honour of the tradesman. A contributory difficulty is the presence of lining of some sort in all but the heaviest boots, so that the back of the leather cannot be seen. The labourer has therefore a better chance of getting value for money than has his rich master.

"Willow calf" is the brown leather which stands at the top of the list for cost on account of its fine surface and beautiful grain, taking the highest polish with the least possible effort. But it differs only in the grain from the much more usual "box calf," and a well-known maker expressed his surprise that it should be given the preference it has established. The old "Bordeaux calf," he added, is dead, and he thought the hazard might almost be correct that if it did exist at all it was mainly that an extra price might be charged. "Patent" leather, known in the trade as "enamelled hide," was obtained largely from Germany before the war, and America is now our chief source of supply. In this country there are fewer than a dozen manufacturers of it, but a noteworthy effort is being made to extend the industry here. The high polish of the leather of our dress shoes is due to a by-product of gun cotton, which is squirted on to the hide and allowed to dry in a warm, equable, and nonhumid atmosphere, conditions which perhaps give America a good start in production, as they do in cinematograph film manufacture. The great difficulty in the production of the best patent leather is to secure that the surface film shall have the same elasticity as the hide to which it is applied. The lack of this provision is the cause of early cracking in the cheaper kinds.

A manufacturer was asked: "Is the test of 'real crocodile,' the existence of the 'scale' detectable by the application of the finger-nail to its edge?" "Since you know that, yes," he replied; "but the imitation crocodile often stands better than the real, because of the wear that occurs between the scales on the latter."

The dispute into which "porpoise hide" faces have fallen is probably due to the quantity of imitation stuff offered, but the genuine articles can be obtained at a price, and when found they are practically unbreakable.

Suede, so much in vogue now, is just fine lamb's skin; "chamois leather" is its poor relation. Probably 20,000 calf skins of British and Irish growth come to our leather manufacturers every year. South America provides us with about 75 per cent. of our hide imports.

REPTILE LIKE AIRPLANE.

NEW YORK, Feb. 27.—The American Museum of Natural History of New York city has just placed on exhibition a skeleton of the great toothless flying reptile—pteronodon—an extinct creature, of the class known as pterodactyls, which flourished in the age of reptiles, many millions of years ago. The skeleton is incomplete, but the missing parts (with which science is familiar through other fragments discovered) have been painted in realistic colours on the background against which the specimen is mounted.

The remains were found by Handel T. Martin, curator of the Geological Museum of Kansas University, a well-known collector of fossils. It is believed to be the only mounted specimen of pteronodon in any American museum. The British Museum also has a mounted skeleton of a specimen found by Mr. Martin several years ago.

Dr. W. D. Matthews, curator of the museum's department of vertebrate paleontology, gives some interesting information concerning the pterodactyl.

"There is much doubt," he says, "as to whether the pterodactyl weighed as much as does a big modern condor. But from the standpoint of dimensions, it ranks as the largest flying creature that has ever lived. The skeleton just mounted measures sixteen feet from wing-tip, and would have a stretch of nearly twenty-one feet if the wings were pulled out straight. A large condor, on the other hand, might stretch thirteen feet from tip to tip of the wings, provided they were pulled out straight."

WINGS AND HEAD PREDOMINATE.

"In addition to its unusual stretch of wing, the pterodactyl is remarkable for its curious dimensions. It is nearly all wings and head, with a little bit of a body, slender hind legs and a mere stump of a tail. The head consists chiefly of a long pointed beak and an equally long bony crest projecting backwards. This crest perhaps served as a vane to balance the pressure of the wind on the great beak when stretched forward in flying."

"The wings were long and narrow, and composed of thin, leathery membrane like the wings of bats. But they were stretched on the long extended fourth finger, only the other fingers being little rudimentary claws, by which the animal probably hung when at rest. The wings were evidently adapted to soaring flight like that of the albatross. In fact, that creature was so extremely specialized along this line that it must have been singularly awkward and ungainly on the ground. Yet it must have come to land at times for egg-laying purposes. How it obtained its food is something of a problem. It was evidently a wide-ranging ocean flyer, for the skeletons are found in chalks and other marine formations deposited in the open sea often far from land."

"The specimen just placed on exhibition, together with other fine specimens, was obtained from the cretaceous chalk beds of the Smoky Hill River of western Kansas. In the life of the pteronodon this was part of a great inland sea that stretched from the Gulf of Mexico far across the Canadian border. The nearest shoreline was more than 140 miles to the south-east. Westwardly, the sea stretched across the region where the Rocky Mountains were later upheaved to a yet more distant shore. Over this vast interior sea, deep and clear and abounding in marine life, the pterodactyl must have ranged, resorting to the far-off shores as a base."

ON ORDER OF AIRPLANE.

"It is possible that it was in some way equipped for diving and for rising easily from the surface of the ocean, but it is difficult to see how the mechanics of its construction would allow it to do so readily, and it may have simply patrolled the air snapping up such animals as might rise to the surface or leap above it into reach, without actually coming down upon the water. Such guesses as these are the best we can give until the mechanics of the creature's flight have been more thoroughly worked out."

"A careful investigation of the problem in the light of modern aeronautical knowledge would yield very interesting results. And in turn, it seems altogether probable that some light on the more practical problems of aero-nautics. For the pterodactyl, in America a good start in production, as they do in cinematograph film manufacture. The great difficulty in the production of the best patent leather is to secure that the surface film shall have the same elasticity as the hide to which it is applied. The lack of this provision is the cause of early cracking in the cheaper kinds."

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"BLITHERING ASSES."

AMERICAN NOVELIST'S OPINION OF OCCULTISTS.

LODGE AND DOYLE.

NEW YORK, Feb. 15.—At a regular monthly dinner last night in the Columbia University Club, Rupert Hughes, novelist and playwright, making the address of the evening on "Occultism," roundly denounced mediums, and believers in spiritualism, exposed some of the fraudulent methods by which psychics duped their patrons and characterized the scientists, scholars and men of letters who professed belief in supernatural phenomena as "blithering asses."

"Great as Sir Oliver Lodge's scientific attainments may be," said the writer, "in occult matters he is a pathetic old clown. Maeterlinck has written beautiful poetry and wonderful prose—in the field of literature, of romance, he will live forever. But when it comes to spiritualism he is a liar, with all due respect to him."

"Men who are known for their scientific achievements are the greatest dupes in the world in dealing with mediums. They may be great scientists for one hour of the day, but for the other twenty-three they are plain human beings, just as foolish as the rest of us. As soon as they take their feet off the ground they are not to be trusted."

"What has baffled me always in these revelations of the other world is that no two accounts of the hereafter agree. Sir Oliver Lodge says that persons in heaven remain the same age as when they left the earth, that they don't wear white gowns and carry harps, that they wear tweeds if they like—and they can have their Scotch too if they want that. Conan Doyle, also claiming to have direct testimony from heaven, says that isn't so. On the contrary, he says, if persons gradually approach middle age there—the old become younger and the young older."

"Another remarkable aspect is that material things are also translated to the spirit world, according to believers. Ghosts promenade carrying the ghost of swords. I've even read the report of a man who swore he saw the ghost of a train of Pullman cars that had been destroyed in an accident. Why are there no textbooks on how to bring the dead to life?"

"The ideas of occultists tear the heart out of Christianity as commonly accepted. Sir Oliver Lodge hasn't said so much about this over on this side, but Conan Doyle has said that the Christian Church must change some of its beliefs."

"When a sleight of hand performer works his deceptions on the stage we say he's a clever trickster. When a fat old woman, whose life has been devoted to cheating, does the same thing in a dark room we call it miraculous. Though I've studied this for years, I wouldn't go into a cabinet with a medium and guarantee to be clever enough to catch her. Yet Howard Carrington, after saying that he caught a medium ninety-eight times, declares that the two occasions when he couldn't catch her proved she was real."

"I'd rather dig graves and steal the gold teeth from the body of a ten-year-old girl than impose on poor grieving humanity as these humbugs do with fake messages from their dear ones."

"PATRICIA'S" VOYAGE.

A MYSTERY SHIP.

Bombay, March 22.—The mystery ship "Patricia," the subject of frequent questions in the House of Commons, arrived at Bombay yesterday after a voyage of forty-two days. The passengers declare that it was the most uncomfortable "experience of their lives. The 'Patricia' is an old Hamburg-America liner that was interned in America, and this is her first voyage East. The passengers say it should be her last. Preparations for an Eastern voyage were totally inadequate. There were not nearly enough electric fans and the cabin portholes refused to open, while, worst of all, the vessel was grossly overcrowded, carrying 1,500 troops and 500 first class passengers. The "Patricia" was due to arrive in Bombay on March 1st, and for some weeks there was no news of her. Among the anxious enquirers was Major Carey Evans, the husband of Mr. Lloyd George's daughter, who was a passenger, and there was a touching scene at the re-union between husband and wife.

"We have been absolutely pigging it," declared some of the passengers. "I shall certainly tell father all about it." Mrs. Carey Evans is reported to have told a friend on board. The "Patricia" is one of the wildest looking passenger boats that ever came East, and looks more like a huge tramp than a liner.

A PARENT'S DUTY.

YOUR boy is always getting scratched or cut or bruised. Because these wounds have healed all right is no sign they are well. Get a bottle of Chamberlain's Pain Balm and see that every injury is cared for immediately. You can get nothing better, and blood poisoning is too dangerous a disease to risk for sale by all Chemists and Storekeepers.

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For full particulars apply to the Secretary.

THE DAIRY FARM, ICE & COLD STORAGE Co., Ltd

DALY'S THEATRE SOLD FOR £200,000.

Slowly but surely London theatres are passing into the hands of the capitalists. Fortunately, as much, probably, for themselves as for the public, they have up to now shown no inclination to enter upon the perilous business of management, being content to sub-let to others possessing a better understanding of the requirements of playgoers, at a rental leaving them a substantial profit. The latest theatre to suffer this fate is Daly's, which has just been acquired by Mr. James White, for the Beaumont Trust. The change of ownership does not, happily, imply any alteration in the general policy or the conduct of the house which has won for itself a unique position as the home of what have become known and celebrated as "George Edwards Productions." When that enterprising manager died the work he had carried on for so many years was taken up by Mr. Robert Evans, formerly a valued member of his company, and it is part of the new arrangement that that gentleman shall retain his position on, it may be stated without indiscretion, a scale of remuneration which even a Cabinet Minister would not disdain. For the moment, therefore there will be no interruption to the run of "The Maid of the Mountains," nor any change in arrangements already settled and duly made public. It may be mentioned, however, that in the contract price which, it is understood, reaches the highly-respectable figure of £200,000, or a little over, are included not only the theatre itself, but the offices in Lisle-street, together with the performing rights in the many successful musical comedies produced since 1894, the year when Daly's passed from the hands of Augustin Daly, the original proprietor, into those of George Edwards.

Daly's, since the day of its opening, has always ranked in public estimation as one of the handsomest and most comfortable of West-end theatres. Its construction sprang from the immense success achieved by the American company during their season at the Lyceum in the autumn of 1891, and their manager's determination, provoked by the difficulty he experienced of obtaining for them suitable quarters for a later visit, to ensure them a home of their own. It was George Edwards, however, who sent out invitations for the ceremony of laying the cornerstone by Miss Ada Rehan of "the new theatre which he is constructing for Mr. Augustin Daly," subsequently christened by Lady (then Mrs.) Bancroft. March, 1893, was fixed for its completion, but owing to unforeseen complications, it was not until June 27 that the inauguration of the building actually took place. Henry Irving sent a cordial message, worded "Salutation and greeting," while Lord Tennyson telegraphed "All best wishes." In the audience were the American Ambassador, Mr. Thomas F. Bayard, the Marquis and Marchioness of Salisbury, Mr. and Mrs. W. W. Astor, Mr. Mackay, Baron Rothschild, Sir Arthur Sullivan, Henry James, Thomas Hardy, and other distinguished people.

FAILURE AND SUCCESS.

But alas! it seemed as if some malignant fairy indignant at being omitted from the list of guests, had cast an evil spell upon the theatre, for failure succeeded failure, and try as he might, Daly found it impossible to draw the great paying public into his fold. The climax was reached with the production in October, 1893, of Tennyson's "The Foresters," in which Daly had sorrowfully to admit beforehand the public showed not the slightest interest. Everything had been done to make success a certainty. Sullivan wrote and rehearsed the music, while the mounting of the piece was of the most picturesque and sumptuous description. "The calls and recalls," Daly wrote to his brother after the first performance, "were most enthusiastic, and most people thought the thing was good for a fair run. But I felt from the start that it had no life in it, because there was no advance booking, no preliminary curiosity. Tennyson is a dead lion, and no one cares for him now."

INDIAN PULPIT ORATOR.

WOMEN MOVED TO TEARS.

More than a thousand people, mostly women, were held spellbound for an hour on March 9 at St. Matthew's Church, Westminster, by a remarkable preacher from India.

He is the Sadhu Sundar Singh, and he is described as an Indian Christian ascetic. By an ascetic is understood in Indian a holy man who has renounced the world to devote his whole life to religion. He has no money, no belongings, and takes none, accepting only food.

At the age of sixteen the Sadhu Sundar Singh, who is now 30, was converted to the Christian religion, according to his sermon by a vision from the Lord.

In the pulpit he wore the robes of a Hindu Sayansi or ascetic, an orange-coloured shawl across his shoulders, with skirt of rough material beneath, and on his feet sandals. A tall man of fine figure, a long black beard and black moustache, clear-cut features, and piercing eyes, he at once commanded attention. His personality was magnetic, and throughout his address there was a dead silence in the church, while his simple eloquence moved many women to tears. Outside the church several hundred women waited to catch a glimpse of the Sadhu as he departed.

STRAITS STEAMSHIP COMPANY.

The announcement of the Straits Steamship Company of its intention to increase the authorised capital of the Company to ten millions, and the issued and fully paid to \$4,425,000 did not come as a surprise, says the *Free Press*. The objects of the scheme are set forth fairly, to give the shareholders in the form of a marketable security a portion of the accumulated funds of the Company. This form of bonus share is quite common, although it sometimes excites criticism. Such an instance was the Shell Company, which Lord Middleton, in the House of Lords instanced as a company which, owing to the exceptionally favourable conditions of their business, might come under a higher form of taxation. Later on the noble Lord explained to the House that the bonus shares in the Shell Company had accumulated, not out of profits, but from premiums paid by shareholders on the previous issues of shares. Bonus shares issued on that basis are different from bonus shares issued from accumulations from the previous self-denial of shareholders or the writing up of the book value of properties.

The season dragged on to its close in May, 1894, with an occasional stroke of good luck, which only served, however, to intensify the feeling of despondency caused by the discouraging character of the general results. Daly, with his company, returned to New York, leaving his representative Mr. Richard Dorney. After a brief interval the theatre passed into the possession of George Edwards, who arranged as his initial venture to transfer to it a musical comedy, entitled, "A Gaiety Girl," then on the flood-tide of success at the Prince of Wales's. It proved the precursor of a long line of popular pieces of a like order, including "The Geisha," "San Toy," "The Greek Slave," "A Country Girl," "The Cingalee," "The Little Michus," and "The Merveilleuses." On an average each enjoyed a run of eighteen months, a quite remarkable record. Fortune, however, did not always smile upon his efforts, and had it not been for the triumph, financial and artistic, of "The Merry Widow," produced at Daly's in June, 1907, something very like disaster must have followed. Nor was the position much more favourable at the time of Mr. Edwards's death. But, as Mr. Evans has more than once related publicly, the immediate and emphatic success of "The Maid of the Mountains" quickly reversed the situation, bringing to Daly's and all interested in it a period of prosperity unexampled in the history of the theatre, and surpassed in only one instance by any other management producing musical plays.

ANATOMY OF DRINK.

CURIOUS TESTS—THE TYPIST AND THE GLASS OF PORT.

A FEW POINTS.
I do not know what Dr. Johnson would have said to his namesake of "Pussfoot" terminology, but we know what he did say to Sir John Hawkins: "A tavern chair, sir, is the throne of human felicity."
Without going so far as that, writes J. A. Kilpatrick in a home paper, I think a good word can be put in on behalf of the tavern, and the true line of temperance reform—upon which the soundest reformers are agreed—is that the public house ought to be rescued from the conditions into which it has fallen, and converted into a place of general refreshment rather than a mere drinking saloon.

THE APPETISING COCKTAIL.
Whatever the new Liquor Control Authority may do, however, in the way of diminishing restrictions upon the drink traffic and improving the conditions of sale, one thing is certain—there will be no encouragement of drinking in the early hours of the day or before meals.

I am not quite sure whether this applies to the pre-lunch cocktail—though Lord D'Abernon, I know, is against it—but I have been examining some very curious tests of the effect of drinking alcohol before meals. These were carried out under the auspices of the Medical Research Committee, and will convince the hardest drinker that the promiscuous consumption of alcohol on an empty stomach is bad alike for health and efficiency in work.

These experiments were not undertaken for teetotal propaganda, but for scientific knowledge, and certain typists appear to have lent themselves quite readily to the pleasant sensations involved in the fine, careless rapture of a glass of port or claret before, at, or after lunch. Tests were also made with brandy, whisky, and sherry. The general result, over periods of several weeks, was that, if taken after food, the effect upon work was almost negligible, while, if consumed before the meal, the slight exhilaration temporarily quickened the speed of typing but doubled the number of errors.

Some of the subjects experimented with were more susceptible to alcoholic influence than others; but, generally speaking, port appeared to be less effective than claret. I do not know whether this comparative immunity from the intoxicating effect of port is heritage from our hard-drinking ancestors—those three bottle men who drank themselves comfortably to sleep after dinner—or whether in itself this noble wine possesses some quality which diminishes absorption of the alcohol. So, I believe, has something of the same lesser effectiveness as compared with whisky. But, on the whole, there is very little difference in the influence of one liquor as compared with another when the same quantity of alcohol is present in each.

It is a curious fact, however, that when alcohol is diluted it is less intoxicating than an equal quantity in strong solution: yet water, after absorption, stimulates the absorption of alcohol and "causes a rapid and intense intoxication from which recovery appears to be quicker than normal."

WHEN INTOXICATION IS REACHED.
I asked a well-known doctor the other day if he had any idea of the amount of alcohol necessary to intoxicate the average man. As a member of a committee which has been investigating the action of alcohol he was able to tell me that in the normal man of ten stones in weight intoxication will be produced by a dose of 53 oz. of absolute alcohol, that is, a gill and a half of proof whisky, or just over four pints of beer.

Of course, men differ greatly in susceptibility. With habit a certain tolerance can be acquired, and instances are known of habitual drinkers who could consume two pints of proof whisky daily. Medical men, however, declare that a pint and a half of proof whisky (equal to over two gallons of beer) would be a fatal dose for the average man.
Milk is declared to be the best foodstuff for diminishing the effects of alcohol; meat and cheese are, I am surprised to learn, less absorbent in their action. But all the evidence of the Research Committee goes to show that drink without food is pernicious, and upon that foundation I anticipate that the new Liquor Control Authority will endeavor to cultivate feeding in public houses, to discourage drinking before meals, and to stimulate temperance by directing public taste towards the lighter wines and beer.

And so we come back once more to the good, pure, amber ale of Boro, the "true and proper drink of Englishmen."

TAKE CARE OF YOURSELF.

If you want a clear head and good digestion you must not let your bowels become clogged with poisonous waste from the body, as is always the case when you become constipated. Proper food, an abundance of water and plenty of outdoor exercise should keep your bowels regular. When that fails you should take Chamberlain's Colic, Cholera and Diarrhoea Remedy. They cause a gentle movement of the bowels and are easy and pleasant to take. For sale by all Chemists and Storekeepers.

GREAT SHIPPING DEAL.

"HEAD AND LARD LINES" SOLD FOR £3,000,000.

It was officially announced during March that the sale of the controlling interest in the Ulster Steamship Co., Ltd., to a London syndicate has been concluded, but the management of the steamers of the "Head Line" and the "Lord Line" Fleets will remain with Messrs. G. Heyn and Sons, the managing owners, as heretofore, and the present services of the company will be maintained.

The purchase price is approximately three millions sterling. The Ulster Steamship Co., Ltd., was established by the present managers in 1877 with a capital of £100,000, which has been gradually increased, and is now £1,000,000, with £600,000 paid up, part of which has been from profits and capitalisation of reserves. The company owns thirteen large ocean-going steamships, with several others building. All are engaged in their regular liner trades between the United States, Canada, Continental, and Baltic ports, principally to and from Belfast and Dublin. While the shareholders are to be congratulated on this deal, it is also satisfactory to Belfast people to know that the head offices of the company remain in Belfast under the same management and board of directors, and that the company's fine fleet will continue trading to that port.

The present directors are Mr. A. D. Lemon, J.P., Sir Thomas Dixon, Bart., D.L., Mr. James A.W. Gallaher, Sir Geo. S. Clark, Bart., D.L., Mr. James A. W. Heyn, and Mr. F. L. Heyn, J.P.

The "Head Line" is one of the best equipped of its kind in the United Kingdom, and has long been the premier shipping concern in Ireland. The fleet consists of thirteen steamers, five of which have been completed and delivered by Messrs. Workman, Clark and Co., since 1917. It suffered very heavily in the war through enemy action, no fewer than twelve of the ships being sunk, including some of the largest, notably the Torn Head, the Howth Head, and the Glenam Head, while that section engaged in the Baltic trade in pre-war days was almost wiped out. Of the fleet of 1914 only the Rathlin Head, the Carrigan Head, the Ramore Head, the Glen Head, and the Fair Head survive. The additions are the five new boats referred to—the Fanad Head, the Melmore Head, the Dunaff Head, the Ballygally Head, the Kenbane Head, and the Lord Antrim and the Lord Downshire, purchased from the Irish Shipowners' Co., and the Wicklow Head, purchased from Palgrave Murphy and Co. The company has for some time been working several prize ships that are not included in the deal.

HONGKONG STOCK EXCHANGE.

HONGKONG, 30th APRIL, 1920.
OFFICIAL QUOTATIONS.
11 A.M.

BANKS.
Sterling Exchange 4/8 1/2 T. T.
Hongkong Bank ... \$956 b. 600 ss.
Mazars Insurance ... \$445 ss.
North China Insurance ... T. 160 n.
Union Insurance ... \$180 n.
Yangtze Insurance ... \$235 ss.
Far Eastern ... T. 19 n.

FIRE INSURANCE.
China Fire Insurance ... \$138 n.
Hongkong Fire Insurance ... \$300 b.

SHIPWRECK.
Douglas ... \$82 1/2 b.
H. K. Steamship ... \$24 ss.
Indo-China (Prot.) ... \$20 n.
Do. (Del.) ... \$20 n.
Shell Transport ... \$22 1/2 ss.
Star Ferries ... \$31 b.

RENTS.
China Sugars ... \$220 b. 238 ss.
Malabar Sugars ... \$41 b.

MIXED.
Kailan Mining Adm. ... \$120 s.
Langkat ... T. 17 b.
Shai Explorations ... \$100 n.
Rauhe ... \$100 n.
Tropich Mines ... \$45 n.
Ural Caspian ... \$27 1/2 s.

DOCS, WHARVES & BUILDINGS.
Central Estates ... \$107 n.
Hongkong Hotels ... \$121 b.
Hongkong Lands ... \$105 b.
Humphreys ... \$87 b. 6.60 ss.
Kowloon Lands ... \$40 n.
Land Reclamations ... \$140 n.
West Point ... \$50 b.

CORPORATE MILES.
Ewo Oatons ... T. 685 n.
Kung Yik ... T. 67 n.
Leong Kung Mow ... T. 425 n.
Orientals ... T. 310 n.
Shanghai Cottons ... T. 260 n.
Yangtzeopon ... T. 40 n.

MISCELLANEOUS.
Comet ... \$7.00 n.
China Borneo ... \$8.00 n.
China Light Old 7 1/2 & New 2 1/2 b.
China Floridians ... \$8.00 n.
Duty Farm ... \$25 b.
H. K. Electric ... \$20 n.
Macao Do. ... \$24 n.
Hongkong Ropes ... \$31 ss.
Peak Tramways (Old) ... \$8.10 b.
Do. (New) ... \$8.00 b.
Steam Laundry ... \$4.00 b.
H.K. Steel Foundry ... \$10 n.
Water-works ... \$13 b.
Wm. Powell ... \$13 n.
Wissman ... \$27 1/2 b.

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Hongkong, April 30, 1920.

On London ... 4/8 1/2
Bank Wire ... 4/8 1/2
On demand ... 4/8 1/2
30 days sight ... 4/8 1/2
60 days sight ... 4/8 1/2
Creditor 4 months sight ... 4/8 1/2
Debtor 4 months sight ... 4/8 1/2
On Paris ... 1555
On demand ... 1555
Creditor 4 months sight ... 1555
Debtor 4 months sight ... 1555
On New York ... 91 1/2
On demand ... 91 1/2
Creditor 30 days sight ... 91 1/2
Debtor 30 days sight ... 91 1/2
On Bombay ... 80 1/2
On demand ... 80 1/2
On Calcutta ... 80 1/2
On demand ... 80 1/2
On Singapore ... 90 1/2
On demand ... 90 1/2
On Manila ... 18 1/2
On demand ... 18 1/2
On Shanghai ... 18 1/2
On demand ... 18 1/2
30 days sight (private paper) ... 18 1/2
On Yokohama ... 18 1/2
On demand ... 18 1/2
Gold Loan, 100 fine (per oz.) ... 30
Sovereigns (Bank's buying rate) ... 42.20 n.
Silver (per oz.) ... 88

SUBSIDIALY OILS.
Hongkong 50 cents sub. ... 45 1/2 dis.
" 10 ... 45 1/2 dis.
" 5 ... 11 1/2 dis.
Chinese colza ... 8 1/2 dis.
Bar Silver in Hongkong ... 14 1/2 pm. n.
Chinese Copper Cash ... 5 1/2 pm.
Rate of Native Interest ... 7 1/2 p.a.
Chinese Sub. Coin ... 5 1/2 dis.
Hongkong Sub. Coin ... 5 1/2 dis.

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DURING the summer months children are subject to disorders of the bowels and should receive the most careful attention. As soon as any unusual looseness of the bowels is noticed Chamberlain's Colic and Diarrhoea Remedy should be given. For sale by all Chemists and Storekeepers.

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Hongkong, July 7, 1918.

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Loans granted on approved securities.
Current Accounts, Savings, and Fixed Deposits.
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